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**LANDSDALE LIFEWAYS:  
1853-1940**

Social Planning & Research Council

**SPRC**

of Hamilton-Wentworth

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# **LANDSDALE LIFEWAYS: 1853-1940**

**By**

**Sylvia Julie Fitzgerald, M.A.**

Based on data collected by S.J. Fitzgerald and R. Gardiner, and entered into a Paradox database system by Rhonda Gardiner. The database contains business data from 1853 to 1940, and residential data from 1852 to 1926. Five high density (3.5") disks are available from the Social Planning and Research Council of Hamilton-Wentworth (SPRC).

The views expressed herein are those of the author and do not necessarily reflect the SPRC policy.

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S.J. Fitzgerald

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## PREAMBLE

In concept, this project had a very clear mandate: to trace the geographical evolution of the Landsdale neighbourhood from the habitation of the first aboriginal groups approximately 12,000 years ago, to the eventual incursion of Euro-Canadians approximately 200 years ago; and from that point, to trace the geographical and historical impact of the Euro-Canadian settlement, by tracking its transformation from a rural site to an industrial centre.

In order to record this cultural imprint, we knew we would have to rely on a number of people whose combined skills would complement the painting which we were attempting to draw: thus we knew that, at the least, our "wish list" should include an historical researcher, a research assistant, an architectural historian and a landscape arts historian: one to trace the history, the other to trace the built heritage, and one other to provide some insight into the evolution of landscape trends. (We hoped, too, that this last might also be able to provide suggestions for the beautification/revitalization of the landscape, in keeping with the spirit of the neighbourhood and its residents). Conceptually, then, we were effectively creating an historical master plan for the neighbourhood which would adopt a multi-disciplinarian approach to investigating the issues which had shaped a segment of our urban environment; and from that research, to offer suggestions, and raise questions which might be answered by those actively involved in the revitalization and renewal process of Landsdale.

We were fortunate enough to attract a funder whose vision involves investing in human resources, and who understood, from the onset, the beneficial impact that a work such as ours entailed. Unfortunately, our funders resources were limited, in terms of being able to support all our staffing requirements. As such, we were required to concede to certain fiscal limitations: we could only employ two out of the four persons requested. Our greatest loss was in not being able to hire the architectural historian.

Apart from the very important sociological implications of recording where people live (i.e., 1. house style; 2. configuration of streetscape; 3. green space available), there is much value in recording architectural styles and trends. From a sociological and historical perspective, we can acknowledge and appreciate those who came before by giving value to the places in which they lived; from an aesthetic one, we can preserve those buildings of exceptional architectural significance or merit, for posterity.

Admittedly, house styles do not stand pre-eminent in terms of giving value to culture. Yet, without the benefit of detailed analysis and documentation that an architectural historian could provide, there is danger in losing potentially important historic landmarks once the revitalization process begins, accompanied, no doubt, by ensuing residential gentrification. Since, herein, we are attempting to

document a way of life, and provide some sort of focus for both the present residents and for those who are planning to move into the area (commercial and residential space implied) it seems unfortunate that we can point only to the more ephemeral quality of history, and not its substance.

Even if it were solely for the sake of documentation, we were losing the opportunity to study, quite literally, the "building" of an urban centre. The life-ways of several generations of inhabitants could now be recorded only in terms of archival material – the more concrete examples of how they lived their lives would remain un-documented, for the present. But, given the broader context of what we accomplished within this study, is it really important that we should record the presence of "some dilapidated old houses, anyway", as one critic put it?

First of all, I suggest that the houses in which people live(d) may sometimes be the only remaining clue to several identities: the 1. cultural, 2. social and 3. economic make-up of an individual or group can be deduced from the dwellings they inhabit(ed). Where other resources are missing, these clues provide us with invaluable information. Where other resources are still extant, the recording of architectural details enhances the overall product.

This, of course, applies to the whole discipline of settlement geography: form, structure and description of all heritage markers provide important clues to all cultural landscapes and should be studied in relation to other available information. In other words, a multi-disciplinary approach has the benefit of giving value to identity, and the more disciplines one can "drag" into social re-construction, the better. Consider the difference: one discipline can provide a snapshot view of an era; a multi-disciplinarian approach gives us a panoramic imprint. Which is likely to be the more realistic point of view? In an age where many are prone to revisionist historical interpretations, attendant with all its ensuing mis-interpretations, I suggest we cannot afford to lose any opportunity to remain as objective as possible.

That being said, we were nonetheless mindful that we still could provide a significant contribution to neighbourhood studies, which would never have come into being if not for the generosity which underwrote this project. We cannot provide our readers with a detailed architectural assessment of the neighbourhood, but we can offer to present historical information of the cultural landscape, which in time, can be supplemented by further research. In such a way, we would have achieved a multi-disciplinarian approach, de facto.

As much as possible, we have adhered to the original proposal of tracing the evolution of a specified parcel of land within the city of Hamilton, from its pristine state to its eventual development as an urban industrial centre and surrounding working class neighbourhood. In working towards our goal, we

employed all the disciplines available to us personally, or through those who acted, at various times, as advisors: sociology, urban planning, political science, history, geography, anthropology, archaeology, labour studies, and economics.

We are satisfied with the results we were able to produce, insofar as we acknowledge the aforementioned limitations. Given time enough, we would have liked to continue to research the evolution of Landsdale into 1995, instead of ending in 1940, as we were compelled to do. A cursory glance over the pertinent documents reveal a period of exciting changes tilting swiftly towards the future: the Second World War brought unlooked for prosperity and sorrow; its aftermath, with its ensuing immigration, revolutionized the cultural fabric of the neighbourhood. We would probably find that there were as many changes taking place between 1940 and 1995 as there were between circa 1850 and 1940. Then, too, those changes are more immediate to us and would be more useful in helping us find future direction. For instance, the way that historical/cultural resources were preserved (or not) during the past fifty years might be able to provide insight into the pitfalls to avoid -- and policies to adopt -- in our own efforts to capitalize on our collective historical/cultural strengths.

As a final comment, it is important for all readers to understand that this report shall stand as an introductory documentary of the Landsdale neighbourhood. We do not pretend to offer either resolution or analysis -- definitive or otherwise -- on the broader issue of social history in Hamilton. Suggestive interpretations of class structure, urban planning, social reconstruction, have been gleaned from the works of those social historians who have devoted the better part of their academic careers to such studies. For our part, as a team, we offer only a "dogsbody" approach: we have retrieved information from available archival material in order to paint a picture of the changing face of Landsdale. On one level, it is our hope that this work evokes images of by-gone days in the minds of those who are most involved in the revitalization process of this parcel of land. We hope, too, that those images elicit creative solutions when future direction becomes muddled by partisan revisionism.

On another level, we leave behind a substantial database which can offer a wealth of information to other researchers from many disciplines. In explanation, I offer the following:

In his book **Reading Matter: Multidisciplinary Perspectives on Material Culture**, Arthur Asa Berger creates a hypothetical situation in which the offices of six scholars look down on and surround a small courtyard. On a picnic table in the center of the courtyard the scholars see a McDonald's hamburger, some French fries, and a milkshake. The scholars are a semiotician (someone who studies signs or symbols), a psychoanalytic psychologist, an anthropologist, a historian, a sociologist, and a Marxist political scientist. On looking at the objects, each scholar perceives something quite

different. The semiotician views McDonald's as a symbol of America, its standardization, and its efficiency; the psychologist sees the success of McDonald's as an example of the need for gratification of individuals and an element of depersonalization. The anthropologist sees the hamburger and fries in a ritualistic sense and envisions how the McDonald's experience has become part of American folklore. The historian considers the same food as an example of the history of a successful corporation and as a visible reminder of the growing importance of corporations in American history. The sociologist sees in the hamburger an example of the youth culture or the way in which immigrant groups work their way into the American workforce through low-paying jobs. Finally, the Marxist political scientist sees in the objects examples of how different classes of people are exploited by capitalist society by providing inexpensive products to all members of society.

Berger's hypothetical situation shows vividly how scholars from diverse disciplinary backgrounds and with disparate perspectives can interpret the same objects differently. This already intricate situation can be made even more complex by adding, for example, a number of historians, each of whom have a slightly different slant on history, or a group of anthropologists who see culture in different ways.<sup>1</sup>

In this report -- and more importantly within the database which forms the basis of this report -- we have provided "the hamburger, fries and milkshake", metaphorically speaking, for future researchers. We realize, only too well, that a great deal of work still remains to be done in order to reach any semblance of "a complete and true picture of Landsdale". For instance, there is still a great deal more information that could be gleaned from census records, tax assessment rolls and other archival material, which, when cross-referenced with the information provided herein would be useful fodder for analysis. Ideally, in my view, future researchers would add their voices to complement any work already undertaken and thus be able to achieve, as a group, what could not be achieved alone: "...the goals here being to increase intersection of all our research, increase dialogue, and increase interdisciplinary research..." as well as to use the questions raised herein to "develop research designs and evaluate the significance of resources"<sup>2</sup> for future research in neighbourhoods.

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<sup>1</sup>Charles E. Orser Jr., and Brian M. Fagan, Historical Archaeology, New York :Harper Collins, 1995.pp. 74-75.

<sup>2</sup>Lu Ann DeCunzo and Wade P. Catts, "Building a Framework for Research: Delaware's Management Plan for Historical Archaeological Resources" In Northeast Historical Archaeology, Vol 19, 1990, p. 6.

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## 1.0 INTRODUCTION

### 1.1 Document Objectives

This project was first conceived in the spirit of adding a complementing facet to the work that is being undertaken in an effort to re-develop and revitalize Barton Street East -- namely, that section of Barton Street which lies between Wellington and Wentworth streets. Inasmuch as a great deal of work has been done in the community by participating agencies and individuals -- community developers, arts groups, economic developers, city planners -- there is one component which has not yet been addressed, in any substantial way, by any of the interested parties: that is, to understand the history and the heart of the neighbourhood which has been targeted for revitalization. Given that "to revitalize" is to give new life, one must first understand its initial vitality.

What made Barton Street what it is today? The question begs an answer, for, how can one move forward and find creative, new solutions to some very old problems if one does not understand the nature of those problems? Can history be a teacher, in this context? What can we glean from this neighbourhood's past which can be built into its future? Is it important to "drag" history into this, in the first place -- and if so, why is it important?

First of all, it is important to understand that the area of Barton Street under present discussion acquired its special heart and unique vitality in direct response to the changes taking place within the Landsdale neighbourhood: as the community increased in numbers, Barton Street evolved from a dirt road thoroughway leading in or out of Hamilton's core, into a more sedentary, village-like setting. In time, the street could boast of a sub-culture all its own: grocers, butchers, bakers, confectioners, men's, women's and children's fashion and shoe stores, restaurants, banks, a movie theatre; and over time, these businesses flourished and enhanced the economic vitality of the entire community.

But, Barton Street did not remain statically happy -- either economically or socially. The same force which shaped its ascendancy -- that of social and political change -- also pre-determined its deterioration. It thus becomes imperative to study historical patterns, in context, be it for Barton Street, or the city as a whole, in order to trace the trends endemic to every society. In this way, one might have the opportunity to stay one step ahead of potentially destructive social and political influences.



## 2.0 RESEARCH CONTEXTS

"Cultural reconstruction and historical understanding cannot be achieved through research that never reaches beyond topical compartmentalization."<sup>3</sup>

We could not achieve an understanding of Barton Street's historical success and failure, economically, if we were to examine it in terms of a self-contained space, extraneous from its neighbourhood or community. Similarly, we would encounter the same dangerous pitfalls if we applied "only some" theories/methods of cultural/historical reconstruction, and not others.

Despite that it is now an entity to which many refer simply as "Barton Street", this parcel of land "belonged" to no one but the aboriginals who hunted the adjacent marshlands, and to the fauna who shared this space with them. With the incursion of white settlers, the land eventually underwent a moment in time when most of what we know as "Barton Street" (between Wellington and Wentworth) was simply a household -- a farming unit -- having been granted by the Crown of England to Robert Land. Around this household, a unit termed "neighbourhood" slowly came into being; eventually, the neighbourhood became part of a community. But despite its evolution, each level necessarily retained an element of its preceding state, for within the community rests the neighbourhood, within which rests the household unit, under which still rests the land upon which it was all built. Thus, to understand the full implications of the evolutionary process, one must address each unit within that process as being just as important as the next, and each studied within context of the other. The different disciplines which inter-play within these units equally must rely on "three major dimensions: time, space and social position."<sup>4</sup>

### 2.1 Time and Space

#### 2.1.1 Documenting Form and Structure in the Streetscape

"[We] should not lose sight of the historically-given pattern of settlement and the imprint of city

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<sup>3</sup>ibid, p.9

<sup>4</sup>ibid. p. 7

development..."<sup>5</sup> since it rests, in any case, wherever the eye alights on our city streets.

The location of most of Canada's cities, and thus the basic geography of the Canadian urban system, was determined in the first centuries of European settlement, through the needs of the fur trade, military imperatives, the exploitation of resources, and the extension of the agricultural frontier westward. The internal form and structure of our cities also still mirror the land surveys and road systems laid down in the seventeenth, eighteenth or nineteenth centuries.<sup>6</sup>

That is to say, the very lie of the land was pre-determined by either previous social convention, economic need or political expediency, according to the dictates of time. Historically, as society's needs changed and carved new avenues of social convention, new physical landmarks were built, in mirror reflection of those changes. The evolutionary process thus left its own distinctive imprint on the land -- the built heritage was shaped, and re-shaped, in response to societal pressures. Historically, and politically, this is noteworthy.

For instance, in the mid-to-late nineteenth century, when workers' housing needs were at a premium, cheaply-made workers' cottages and row housing proliferated in "working class" neighbourhoods in Hamilton, just as they did in many North

American cities. Initially, houses were clustered around work sites (mills, lumber yards, etc.) and waterfront properties (boat builders, shipping yards) where unskilled workers and day labourers were in high demand. Later, as industry expanded and claimed supremacy, workers were often displaced from their homes to make room for the increased demand for space. In response, working class neighbourhoods were saturated to overflow with increased proliferation of workers' cottages to accommodate the rising demand for affordable housing.

The building of those cottages came as a direct political response to societal pressures: the more exclusive neighbourhoods could not (would not) support the needs of the working class. In the better neighbourhoods, houses were too expensive, neighbours were too exclusionary, and distance from the work sites was often inconvenient. Thus, the built heritage of many cities was shaped around the need to accommodate the working class in geographically specific areas, both in response to their economic needs (inability to afford housing elsewhere in the city), and to the needs of the elite (unwillingness to mingle with the working classes). In Hamilton, this finds parallel in the shaping of some of the

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<sup>5</sup>Trudi Bunting & Pierre Filion (eds.), Canadian Cities in Transition (Oxford: Oxford University Press, 1991), p. 26.

<sup>6</sup>Ibid, pp. 25-26.

exclusionary neighbourhoods tucked neatly under the escarpment, in the southwest corner of the city, and in some of the working class neighbourhoods situated along the waterfront.

### **2.1.2 Documenting Form and Structure of Cultural Heritage**

The building of the City's cultural heritage occurred in much the same manner. Cultural groups were guided into specific geographical areas by the ruling classes in order to better contain specific political agendas. The myth represented here is that this type of "segregation" could stave off potential social discomfort between the monied and the working classes. Although in reality the ruling classes were promoting societal fragmentation, the working classes themselves helped the elite perpetuate the happy myth of "a place for everything(one) and everything(one) in its(his) place" by subscribing to live in designated geographical locations.

This false mythology was further perpetuated by those social historians of subsequent generations who claimed the building of cities subscribed to time-honoured rules of "happy" fragmentation. Unfortunately, even historians "...select the facts they use[...] in order to further a social or political agenda."<sup>7</sup> In this work, Potter refers to a study conducted by R. Stuart Wallace who addresses how class mythologies were (and are) built, by focusing on the Scotch-Irish myth in New Hampshire. Potter extrapolates:

For example, during the 1840s and 1850s, the "Irish" part of the Scotch-Irish experience was downplayed and the "Scotch" part emphasized in order to distinguish the Scotch-Irish from -- and set them above -- recent Irish Catholic immigrants who were fleeing the potato famines and entering the lower ranks of American society. Similarly, 50 or 60 years later, sympathetic historians emphasized the "Irish" part of Scotch-Irishness when by doing so they felt themselves able to advance the cause of Irish independence from England."<sup>8</sup>

One need not travel as far as New Hampshire to find a parallel. In Hamilton, the Corktown neighbourhood mythology was built on the strength of those who promoted the "Irish" part of their heritage, while Landsdale's was built on the strength of those who promoted the "Scotch" part, although the records reveal no substantial difference in the Scotch-Irish ethnicity of each neighbourhood during their respective formative years. Thus, a mythology was built in situ by those who encouraged ethnic and social fragmentation in the nineteenth century; and in perpetuum by subsequent Hamilton historians who

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<sup>7</sup>Parker B. Potter, Jr. "A Way of Thinking About Historical Archaeology in New Hampshire" in Archaeology of Eastern North America, 21:111-135 (1993), p. 117.

<sup>8</sup>Ibid, p. 117.

promoted "local ethnic colour" by emphasizing the disparity in otherwise-not-so-disparate cultural groups. Why?

### **2.1.3 "Let us consider mythologies": A Study of Geographical Space**

"Geographical space as a source of explanation affects all historical realities, all spatially-defined phenomena: states, societies, cultures and economies."<sup>9</sup> The geographical designations which occurred in the nineteenth century, in Hamilton, were very political and pragmatic -- and affected the reality of all those immigrant groups who built this city. Just as Corktown became a designated area for poor immigrants because its location was "an undesirable one on a low-lying area subject to flood"<sup>10</sup>, so too did Landsdale. Landsdale's physiography was equally unappealing to the elite: it consisted of flat, low-lying, marshy land with natural inlets. Albeit Landsdale provided natural accessibility to water and, eventually, rail transportation, it did not satisfy the more aesthetic appeal of being located at the base of the escarpment, overlooking the city, and the city workers. In substance, the elite were reserving the best parcels of land (geographically speaking) for themselves; in essence, the lie of the land delineated the manor lord's prerogative of holding a bird's eye view over his domain -- a profound political statement in itself.

The political implications of such a statement reverberate in the city's health standards, as defined by economic status: building houses on Hamilton's waterfront, anywhere from the early 1830s to the late 1880s, could be dangerous to one's health. Cholera epidemics, as well as the threat of such epidemics, flared at frequent intervals during these years, wreaking its worst havoc in the shanties and workers' cottages situated along the bayfront. The bay area, with its corresponding inlets and adjacent marshlands had become a natural dumping ground for "excreta and sewage".<sup>11</sup> In fact, this excessive contamination of the bay area prompted city officials to introduce a Health Standards Act in 1884<sup>12</sup> forbidding the dumping of effluvium into the waters. Undoubtedly, the wealthier citizens needed no further inducement to "rise above", as it were, life on the waterfront.

Thus, the historical assignation of geographical space helped shape the future land development patterns

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<sup>9</sup>Fernand Braudel, The Perspective of the World: Civilization & Capitalism 15th-18th Century, Volume 3 (New York: Harper & Row Publishers, 1979), p.21.

<sup>10</sup>R. Louis Gentilcore, The beginnings: Hamilton in the nineteenth century, in Steel City: Hamilton and Region, Dear Drake and Reeds (eds.) (Toronto:University of Toronto Press, 1987), p. 108.

<sup>11</sup>The Hamilton Daily Spectator, November 18, 1884

of the city as well as lent a great deal of influence in determining both the built heritage and the cultural fabric of certain neighbourhoods. For, once established, these neighbourhoods took on a life uniquely theirs and attracted, perhaps by simple inertia, other groups of parallel economic status. The resulting schematics for the city thus reveal geographical spaces torn by two dichotomies: in certain neighbourhoods, even the ground is rich -- luxuriant, deep green lawns and gardens surround sprawling two-and-three-storey solid brick houses which are enveloped in tall, shade-bearing trees. Conversely, the ground under Landsdale, and similar neighbourhoods, is symbolically parched: there aren't many tree-lined avenues; the lots are smaller; the houses are modest workers' cottages built during various industrial boom years, sporting sad homogeneity, be they built of brick, or clad in vinyl, insulbrick, clapboard or stucco.

## **2.2 Social Position**

### **2.2.1 Neighbourhood Structure: Class and Space**

That is not to say, however, that those who found refuge in the city's working class neighbourhoods were themselves homogeneously unskilled workers who were destined to remain in the lower ranks of Hamilton society. Landsdale, for instance, became a home for the industrious immigrant, be it the disenfranchised Loyalist, the refugee Irishman or the disenfranchised Scotsman -- most of whom broached vast distances, both geographically and socially, to obtain a good life for themselves and their children. Many had emigrated to Canada armed with solid skills and intent on the purpose of carving a life in Hamilton that was better than the one they left behind.

Within neighbourhoods, as within classes, there exists a certain social hierarchy. Landsdale, for example, ranked, for a time, among the elite of the working class spaces, for its inhabitants were almost uniformly skilled craftsmen (moulders, carpenters, coopers, machinists, boilermakers, tinsmiths, silversmiths, blacksmiths, etc.) which set them above, both socially and economically, those workers who were unskilled.<sup>12</sup> Thus, by virtue of their trades, they would have ranked themselves as much more fortunate than those who made their living by digging ditches, shovelling snow, and generally, being the labourers in construction and factory jobs. Although this does not purport to be a definitive assessment of the records, a preliminary study reveals that the unskilled, irrespective of ethnicity, tended to cluster in such

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<sup>12</sup>Craig Heron, "Working Class Hamilton, 1895-1930" Unpublished PhD Dissertation, 1981, Dalhousie University.

neighbourhoods as Cor/ktown, Gibson and Stinson.<sup>13</sup> Heron substantiates part of this hypothesis, stating that the unskilled located themselves in east end neighbourhoods.<sup>14</sup>

### **2.2.2 Class: skilled versus unskilled**

Skilled craftsmen were doubly blessed: those who could boast fraternity within one of the skilled trades had the opportunity to induct their sons into the same brotherhood, thus ensuring continued financial health for the family unit. Equally, children of skilled tradesmen were encouraged to pursue an education, and to thereby "better" themselves by obtaining tenure in "white collar" professions. The children of the unskilled were much more likely to mature into unskilled labourers themselves: since the wages of the family bread-winner were not likely to support economic needs, these children were the more likely to become transients within the school system, attending only when their services were not required to support the family financially.

### **2.2.3. Space in social position**

Although not as pronounced as the bourgeois/proletarian split of elite versus working class, designation of geographical space was still a status issue.<sup>15</sup> Skilled craftsmen were to be found, most often, as owners/occupiers of single-family dwellings, whereas the unskilled were more likely to "rent out" rooms as boarders. Equally, they were more likely to sub-let their own spaces to boarders as a means of increasing their incomes.<sup>16</sup> A simple survey of wages shows the economic realities faced by both skilled and unskilled workers.<sup>17</sup> It is not difficult to understand why the unskilled labourer was the more likely to supplement his [sic] meagre income by taking in boarders, just as he [sic] was the more likely to require his family members to take on work outside the home.

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<sup>13</sup>John Weaver, Hamilton: An Illustrated History, Toronto: J. Lorimer, 1982, p.50.

<sup>14</sup>Heron, op cit., p.43

<sup>15</sup>In his 1982 work, Weaver suggests that class structure was not as pronounced within Hamilton as within many other Canadian cities, offering, in explanation, that within a 1.5 km radius one could find the elite, the working class and industrial expansion. Admittedly, this is so; but, conversely, within that 1.5km radius, the elite were not exactly "next-door-neighbours" to unskilled workers, for instance. Even within this limited geographical space, distinct delineations set the working class apart from the elite -- and industrial expansion usurped waterfront properties of the working poor, not the enclaves in the southwest.

<sup>16</sup>Board of Education Archives for the City of Hamilton.

<sup>17</sup>See Craig Heron, op cit., p.46.

## **2.3 Summary**

Geographical space has an impact on every imaginable reality, including the social, economic or cultural. The assignation of space is not restricted to inter-class dichotomies; indeed, it is equally at home in intra-class divisions. Therein, it can provide as much distance, symbolically speaking, between members of the same class as it does between classes themselves.

Within Landsdale, we find a strange tearing of the social fabric, where skilled and unskilled workers are set apart not by neighbourhood boundaries, but by the different approaches they adopted in the use of their respective domestic spaces. Historically, this pattern disappears as industrialization expands. With the onset of urban industrial growth, the skilled workers suddenly find themselves working much more closely with the unskilled, as factory jobs create a whole new class of semi-skilled workers.<sup>18</sup> A neighbourhood built with pride, from the blood and sweat of its first pioneers -- in farming, and in industry -- eventually suffers social deterioration when the industries become more important than the people who are employed therein. Under guise of improved productivity, cherished skills were sacrificed to improved technology. Sadly, the factory floor did not offer substitutes for pride and self-esteem -- a loss which could not be compensated even by the increased paycheques. Thus, when the factory jobs themselves became scarce, there was nothing left to hold the community together.

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<sup>18</sup>Heron, op cit. p.55, 200.



### 3.0 LOCATION OF STUDY AREA

The area of study, as defined by that block of land which lies between Wellington on the west and Wentworth on the east, and Main Street on the south and the waterfront on the north, provided a unique focus for tracing the evolution of a "working class" neighbourhood. For the purposes of this report, this parcel of land will hereafter be referred to as Landsdale.

Landsdale proper, as defined by the City of Hamilton Planning Department, is that parcel of land which lies between Wellington and Wentworth, and Main Street and the Canadian National Railway tracks.<sup>19</sup> However, for the purposes of this report we have included two additional parcels of land: 1. the Keith Neighbourhood -- being that area of land which lies north of Birge and parallels the CNR road allowance between Wellington and Wentworth, and extends to include Mars Avenue; and, 2. Industrial Area A -- being that parcel of land which falls north of Ferrie Street and Mars Avenue, between Wentworth and Wellington, and extends to the waterfront.<sup>20</sup>

At first glance, this decision may seem arbitrary, but in actuality, there is sound historical reasoning behind it: the parcel of land which was initially granted to Robert Land included acreage along the waterfront, and east of Wellington, to the eastern city limits, which today is Wentworth Street North. To not include the waterfront, in our area of study (as part and parcel of Landsdale) seemed contrived and inappropriate considering that a good deal of the Land family fortune was made on the Land's Wharf, which today lies under landfill at the corner of Victoria and Burlington. Albeit much of the waterfront has been modified by industrial development, and indeed is virtually unrecognizable from the original shoreline, there still remains the potential to trace significant historical, archaeological and cultural resources. Admittedly, it is too late to protect any built heritage in the area; however, what we can glean from the archival material can perhaps be employed to stave off further destruction of below-ground heritage.

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<sup>19</sup>City of Hamilton Planning Department:personal communication: May 2, 1995.

<sup>20</sup>Ibid.



## 4.0 METHODOLOGY

**"Though this be madness yet there is method in't."**

**Hamlet, Act II, Scene 2**

This study was conducted in two phases: background research and visual inspection. Background research consisted of reviewing all appropriate historical maps located within Special Collections at the Hamilton Public Library and at Lloyd Reed Memorial Library at Mills (McMaster University); collecting names, addresses, occupations and places of employment of Landsdale's population from the Vernon's City Directory for Hamilton, beginning in 1853, and roughly at 10-year intervals, ending at 1940; cross-referencing an appropriate sample of these names with the city assessment rolls, census records (before 1901) and public school records; and conducting appropriate investigation of printed material, published and unpublished reports, city plans, and other archival material.

The Hamilton City Directory was chosen as the preferred choice in collecting all initial pertinent data: names, addresses, occupations of area residents are presented in any easily accessible format, logically laid in alphabetical formation by resident name, or by street. Some scholars question the validity of using the city directories<sup>21</sup> and, in my opinion, justifiably so. As a single source fount of information, one should approach the city directories with caution. However, used in tandem with other archival material (e.g. tax assessment rolls, personal census records and school attendance sheets) they offer a more holistic view of the neighbourhood than can be obtained by using even tax assessment rolls as a single source of information. For instance, the city directories reveal locations of boarding houses (a detail of house use which was not always shared with the tax assessor)<sup>22</sup>, and the names of residents therein and their occupations; will address the transient population who did not own land/homes.

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<sup>21</sup>John C. Weaver, personal communication, June 1, 1995 cautioned that relying too heavily on city directories as a single source may produce an inaccurate representation of residential areas because the collection of names, via this process, was an essentially commercial application, with no "checks or balances" to ensure accuracy.

<sup>22</sup>Boarding houses were not always advertised -- and indeed, very rarely were they advertised to city officials, especially the tax assessor, since residents were mindful of the increased tax rates to their properties. Even today, many neighbourhoods abound with "unofficial" boarding houses and "illegal" duplexes.

In cross-referencing the early years (up to 1876) with the assessment rolls, personal census, and educational archives, we achieved almost 100% accuracy in determining residency. For the later years, we had to satisfy ourselves with a 1:20 ratio. Thus, with such results, we can confidently assume that the city directory listings were not a "wholesale invention", even if it was a commercial venture. (Ideally, we would have liked to create supplementary databases with other extant sources and "let the computer do the talking" by achieving a perfect match between directories and official government documents -- but, unfortunately, that's another project.)

Equally, the Board of Education archives can reveal information that is present in neither the assessment rolls nor the city directories; from them, we can often recover such minutiae as absenteeism due to various family situations (e.g. "John Bagshot not in attendance as he is required to work on the farm"); length of residency in neighbourhood or school ("Willie Logan moved to Robert Land -- September 15" and "R. Campbell -- moved to Dundas in January"). We used these archives to validate residency of those who appeared in the directory but were not found in assessment rolls. (Extremely useful for boarders and transients.) The educational archives can also be useful in tracking child employment, transiency, religion, occupation of parent or guardian, health of family unit, country of origin for late 19th/early 20th century. Although we did not pursue tracking those trends, for the purposes of this report, it is offered here simply as another source of information which future researchers may wish to access.

We were, at all times, aware of the value of researching carefully and of the pitfalls of historical reconstruction. As such, we applied the same methodology we use in reconstructing historical archaeological sites, minus the archaeology.

Historical archaeology is text-aided archaeology, to the point that documents are a primary source for the field. Documents and texts of all kinds support and supplement archaeological information to such an extent that historical archaeologists must be as adroit at archival research and documentary interpretation as they are at site analysis. They must be adept at locating and dissecting historical sources, just as historians are, but with the added dimension of relating these sources to the archaeological evidence. They must decide whether a set of documents are an independent source of information on their site or region, or whether they are purely a supplement to the archaeological evidence.... Sometimes there are real tensions between archaeological and historical data, which can only be resolved by meticulous critical analysis.<sup>23</sup>

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<sup>23</sup>Orser and Fagan, op cit, p.16

In other words, we must be careful interpreters of available data, be it in document form, or in material culture. We must learn to discriminate and understand both the strengths and the weaknesses of the material. Once that is understood, wise analysis can be applied.

Since this is understood, as applies to the city directories, we now turn to available cartographic information. We spent a great deal of time poring over all the maps available for this area from circa 1791 to circa 1940, noting changing land use and urban development. Out of the numerous choices, we selected 15 maps (see Appendix 1) as being representative of the neighbourhood's evolution.

We have included two "bird's-eye views" of the city in order to evoke a certain historical period. As a rule, "bird's eye view artists often made the drawings look better than the towns they portrayed"<sup>24</sup> However, if these maps are used as a supplement to other maps, they can "provide compelling documentation of long-forgotten urban neighbourhoods in their heyday."<sup>25</sup> Again, as with the directories, the caution is to never employ single source material, if at all possible, in reconstructing historical lifeways.

In addition, we consulted the fire insurance maps (1898, 1911, 1921) located at the Lloyd Reed Memorial Library (McMaster University) to help us determine accuracy of business locations we found in the city directory. These maps reveal building location, material and proximity to other buildings. They also distinguish between different uses (dwelling, store, hotel, manufactory) and provide schematics for building usage (eg. Sawyer and Massey complex reveals locations of offices, foundry, paint shop, wood working area, machine shop, pattern making area, boiler shop, engine paint shop, coke and coal areas, the dry kiln and various storage areas). For industrial sites, the maps also include the watchman's rounds and length of shifts. Their accuracy is undisputed and thus are an invaluable source for substantiating locations found in the city directory.

Still, within historical documents there are discrepancies which are difficult to reconcile and brings to mind Robert Browning's response to a fellow poet when he was asked the meaning of a poem he had just completed. Browning replied, "When I wrote it, only I and God knew what it meant. Now, only God knows." Similarly, the state of historical records are a puzzle and abound with (sometimes) severe discrepancies, to which only a supreme being can have an answer as to its meaning.

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<sup>24</sup>Orser and Fagan, op cit, p.115

<sup>25</sup>Orser and Fagan, op cit, p.115

Researchers who have relied on single-source material to form hypotheses, and sometimes, conclusions, have muddied the waters for future generations of researchers by allowing their work to seep into the printed records and stand as "definitive studies". Even limited-source cross-referencing of extant archival material cannot ensure accuracy; nonetheless, cross-referencing as much information as possible, within prescribed time frames, is always more desirable than relying upon single-source material, even if that source happens to be a printed record by a bona fide researcher.

The final caution is that this work should stand as a suggestive reconstruction of lifeways, and not a definitive one.

During the course of our research, curiosity often drove us out of the library and into the streets of the neighbourhood to follow clues: "was such and such a factory still standing? that house was built when? do you think it's still there?" As such, we were able to enhance the flavour of the final product by providing up-to-the-minute updates on certain properties.

## 5.0 ARCHAEOLOGICAL BACKGROUND RESEARCH

### 5.1 Aboriginal

There are no aboriginal archaeological sites registered within the study area; nonetheless the lie of the land, would suggest it to be an ideal location to support migrating populations ever since the recession of the last ice age approximately 12,000 years ago. Indeed, the entire arc of land which skirts the harbour-bay area, from Cootes Paradise to Stoney Creek, is topographically ideal (low-lying projections of land intersected with inlets) for supporting pre-historic human populations: the bay, and corresponding marshlands, would have delivered a bounty of avian, aquatic, animal and vegetarian resources for food and clothing; fresh water would have satisfied both consumptive and sanitary needs; access to water transportation was ideal.

Although no archaeological sites are registered in Landsdale proper, there is evidence of long term aboriginal occupation just west of the study area at: 1. the Princess Point site (AhGx-1), a multi-component occupation located on Princess point; 2. the Lilac Garden site (AhGx-6); 3. Rat Island (AhGx-7) 4. Bull's Point (AhGx-9); 5. Sassafras Point (AhGx-3); 6. Arboretum (AhGx-8); 7. Hickory island (AhGx-11).<sup>26</sup>

There is the suggestion of aboriginal activity within the study area, as is evidenced by a quotation from the 1875 Illustrated Historical Atlas of Wentworth County.

A well beaten Indian trail extended from the Indian villages, near Lake Medad and the Grand River, through the valley of Dundas down to the bay, near the foot of what is now Emerald street, where the Indians had a burial mound, evidently used for the interment of their chiefs. This mound was fifteen feet high and nearly fifty feet in diameter. The sides were quite steep, and there was a dip or slight hollow in the mound on top. The mound was covered all over about two feet deep with cinders and ashes, the remains of funeral piles which the Indians had built in honor of the dead and for the purpose of destroying the scent of the dead body, and so prevent the wolves from desecrating the tomb. The remains of this mound can still be seen near the foot of Emerald street, though almost levelled by nearly a century of cultivation. The early settlers experienced considerable difficulty in plowing on account of innumerable cairns of sling stones piled here and there over the field. These stones were about the size of a goose egg, and there were on average twelve of them in each heap. The early settlers also turned up

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<sup>26</sup>David Marvyn Stothers, The Princess Point Complex, Archaeological Survey of Canada, Paper No. 58, National Museums of Canada, Ottawa, 1977.

with the plow great quantities of arrow and spear heads, detached skulls and bones, pieces of pottery, wampum, stone hatchets & c. These are probably evidence of an Indian battle having been fought here at some remote period, and the probability is strengthened by a tradition among the Indians that there was a peaceful and harmless tribe situated at the head of the lakes -- the Attawaudaronks -- who were attacked and massacred by a more powerful tribe from the west.<sup>27</sup>

Through inductive reasoning, a location for this mound was hypothesized:

In 1875, Emerald street did not continue to the bay -- it ended at the railway tracks. If the Emerald Street R.O.W. line is extended to the bay, there is a high point of land indicated on the 1850-51 map on the east side of a small inlet.<sup>28</sup>

Through further inductive reasoning, a more precise location, in contemporary terms, can be hypothesized: the remains of this mound seem to rest in very close proximity to the intersection of Ferrie and Emerald streets. In the 1940s, when Otis Elevator was expanding its plant "eastward over Clark Avenue and along Ferrie and Emerald Streets"... "Indian artifacts, like arrow heads, pieces of pottery and ... old bones..." were being unearthed in the foundations for the new building.<sup>29</sup> Industrial development has made it virtually impossible to reclaim any part of that heritage.

## **5.2 Euro-Canadian**

An 1842 map of Hamilton shows Land's Wharf. In contemporary terms, this rests at the corner of present day Victoria Avenue North and Burlington Street. Abel Land, son of Robert, had "altered the shoreline by building a wharf, constructed a fleet of rugged batteaux -- flat-bottomed rigs which were long on utility and short on elegance -- and carried on a limited forwarding business"<sup>30</sup>Land's shipping business handled salt, whiskey, potash, grain and flour.<sup>31</sup> This wharf is now located under a general industrial area. It is very doubtful that an archaeological investigation of the site would reveal any sub-surface structures since the area has been modified beyond recognition.

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<sup>27</sup>H. R. Page, The Illustrated Historical Atlas of the County of Wentworth, Ont., Toronto: 1875.

<sup>28</sup>Mayer, Poulton and Associates Incorporated, Heritage Resource Assessment: City of Hamilton Perimeter Road Study, A report submitted to the City of Hamilton, June 1989.

<sup>29</sup>Patricia Yates & Don Oliphant, "Project Robert Land", 1976, Hamilton Public Library, s.n., p.20.

<sup>30</sup>C.M. Johnston, The Head of the Lake: a History ofWentworth County, Wentworth County Council, 1958, p. 30.

<sup>31</sup>Gentilcore, op cit., p.104.

## Cultural Chronology for South Central Ontario

Period	Group	Timelines	Cultural Feature
<b>PALEO-INDIAN</b>			
	Fluted Hi-Lo	9000-8500 B.C. 8500-7500 B.C.	Big game hunters; small nomadic groups
<b>ARCHAIC</b>			
Early	-----	7800-6000 B.C.	Nomadic hunters and gatherers
Middle	Laurentian	6000-2000 B.C.	Transition to territorial settlements
Late	Lamoka	2500-1700 B.C.	Polished/ground stone tools
	Broadpoint Crawford Knoll Glacial Kame	1800-1400 B.C. 1500-500 B.C. <u>ca</u> 1000 B.C.	Burial Ceremonialism
<b>WOODLAND</b>			
Early	Meadowood Red Ochre	1000-400 B.C. 1000-500 B.C.	Introduction of pottery "
Middle	Point Peninsula	400 B.C.-A.D. 500	Long distance trade networks
	Princess Point	A.D. 500-800	Incipient horticulture
Late	Pickering	A.D. 800-1300	Transition to village life and agriculture
	Middleport	A.D. 1300-1400	Establishment of large palisaded villages
	Huron	A.D. 1400-1650	Tribal differentiation and warfare
<b>HISTORIC</b>			
Early	Seneca Mississauga	A.D. 1665-1687 A.D. 1700-1875	Tribal displacements
Late	Euro-Canadian	A.D. 1800-present	European settlement



## 6.0 HISTORICAL BACKGROUND

Reconstructing the historical background was achieved by cross-referencing primary source information of maps dating from circa 1791 to circa 1940 with information garnered from land registry, assessment rolls, census records, and city directories. Additionally, we conducted a "scan-and-see" methodology on local newspapers : The Hamilton Daily Times, The Hamilton (Daily) Spectator and The Hamilton City Herald in search of pertinent news which would yield us information on growth/transmutation of Hamilton's cultural, economic and social changes, and which support any information garnered from other archival material. The same "scan-and-see" method was applied to historic scrapbooks and to other secondary sources which described the growth of Hamilton. By extrapolating what was pertinent to Landsdale, we felt reasonably confident we were re-constructing a fair and accurate picture of its evolution.

### 6.1 Hamilton Takes Shape

The history of Hamilton is extant in many fine books by academic and popular historians, and thus it seems superfluous to recapitulate the detailed work of these scholars within these pages.<sup>32</sup> As a concession of placing Landsdale within context, however, I will briefly summarize Hamilton's development.

#### **1784-1841**

Some of the earliest settlers to Hamilton date to the late 18th century when an influx of United Empire Loyalists, refugees of the American Revolution, accepted land grants proffered to them by the British government in recompense for their loyalty. For the better part of 30 years, circa 1784 - circa 1812, Hamilton did not change much from its pristine conditions. Only a handful of settlers populated the area; there were no military fortifications; aboriginals were still very much in view; no commercial ventures existed: "Up to 1810 the hamlet beneath the hill barely existed."<sup>33</sup> Any small development that existed was brought to an immediate halt by the war of 1812: builders became soldiers as each prepared for the American invasion.

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<sup>32</sup>See Bibliography for books on Hamilton.

<sup>33</sup>T. Melville Bailey, Hamilton: Chronicle of a City, Windsor Publications, 1983, p.25.

After the war of 1812, local businessmen set about promoting Hamilton's growth. George Hamilton and Nathaniel Hughson, James Mills, and Peter Hess were some of the earliest men to involve themselves in land speculation of the budding district town. The town acquired a temporary jail in the 1820s; by 1832, it had constructed a cut-stone jail and courthouse in the centre of town, becoming a judicial centre for the Gore district .

The economy boomed in spurts, encouraged by a burgeoning settlers' effects economy, giving a hint of Hamilton's future as a steel town. In 1837, the boom years came to a halt.

### 1841-1870

By 1841, several factors collided to boost the economy once again: the wheat boom, immigration, public works and railway transportation. The building of the Great Western Railway in the 1850s spurred a flourishing iron trade: beds and tracks needed to be laid, railway cars needed building. The land along the waterfront would emerge as the industrial centre due, in greatest part, to its proximity to the railroad. Industries flourished; even the general depression of the late 1850s-1860s could not put a crush on industrial growth: 'though many companies laid off workers, few closed their doors. The new focus for the landscape proved to be the manufactories, the railway yards, the mills, the machine shops and the foundries.

### 1870-1920

Industrial growth abounded within the iron and steel industry: American investors had established over 100 branches in Hamilton by 1920.<sup>34</sup> Companies like Otis Elevator (1902) Union Drawn Steel (1905), Berlin Machine (1906), American Can Company taking over Norton Manufacturing (1909), Oliver Chilled Plough (1910), to name a few, attest to the expanding industry. The first blast furnace and transmission of electricity (1890s) encouraged unprecedented growth. Some recessionary years (1907-1909; 1913-1915; 1920-21-22), coupled with unprecedented boom years, caused a mild panic in the economy. In the fall of 1915 demand for munitions rose to such a degree that it was termed "the tightest labour market in living memory" until 1918. However, by 1922, there were 23,700 "on relief" -- approximately 25% of the population.<sup>35</sup> Within the

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<sup>34</sup>Craig Heron, op cit, p.22

<sup>35</sup>Craig Heron op cit, pp.29-30

landscape, working class neighbourhoods were becoming entrenched around industrial sites. The cleaner, freer air of the southwest still belonged to the elite.

## 1920-1940

Hamilton peaked with unlooked for prosperity in 1926-29; however, the depression years (1929-39) virtually ground the steel industry to a halt, as Hamilton's fortunes were swayed by the vagaries of the national and international markets. In counterpoint to the spreading urban blight in the north end, relief projects, such as the construction of the Royal Botanical Gardens created sylvan enclaves for the elite.

The Second World War would again revive the Hamilton economy. Working class neighbourhoods were packed to capacity, engendering tightly-knit communities delineated by ethnicity. The revival of the steel industry brought increased prosperity and led to the purchase of many automobiles.

## 6.2 Landsdale Takes Shape

### 6.2.1 Pioneers of the Land

The Petition of (Robert Land)  
Humbly Sheweth --

That your Petitioner came into Niagara as an express from Gen. Sir Henry Clinton in the Year one thousand seven hundred and seventy-nine -- previous to which he had been employed in carrying expresses for the British army for two years, during which period his sufferings, and dangers were necessarily great and once after long confinement and condemnation he made his escape.

Your petitioner begs leave to inform Your Honors that He was previous to the late rebellion possessed of considerable property in lands and personal estate in Pennsylvania, and was also a Magistrate under the old constitution in that colony. All which he has lost -- and never received any compensation for his losses, and but little compensation for his services.

Your petitioner begs your Honors would take his case into your serious and wise consideration and as he is confident your Honors will be satisfied of his character and merits from the principal characters in the Province he most humbly prays your Honors would grant him a location of lands -- The quantity he presumes not to mention but would submit it with cheerfulness to the Generosity of your Honors -- and as in duty bound he will ever pray.

ROBERT LAND

Newark June 6th 1794

Endorsed at foot: --rec'd 300 at Burlington Bay.

Endorsed at back: --ordered that he shall have a grant for each of his  
Sons, of 200 Acres.

By the time this petition was drafted by Robert Land, he had already been living at the "Head of the Lake" for 12 years.<sup>36</sup>

(There is some dispute concerning when Robert Land first arrived in Hamilton. Some propose that he was in Hamilton as early as 1779, based largely on the above petition where he states such is the case.<sup>37</sup> And yet, some historians have shown that, as late as the early months of 1782, Robert Land was still carrying despatches for the Crown, from New York to "the distant Niagara frontier."<sup>38</sup> The earlier date may have been suggested by proponents who wished Land to be the "first permanent white settler", favoured over Richard Beasley. A friendly rivalry has raged on this subject for years some of which, no doubt, was initiated by Beasley and Land, each claiming respective "first settler status". However, the claim seems to be a more important issue with descendants of these first two settlers, than it ever was between them. Perhaps the truth still lies in an obscure document in the Public Archives of Ontario.)

In the spring/summer of 1782, Land settled at the Head of the Lake and built a cabin or small "dug out" on what is now Barton Street, somewhere between Leeming and Smith Avenue. A refugee of the American Revolution, he had been separated from his wife and children, and had presumed them dead. In 1791, however, his wife Phoebe, and their children, were re-united with Robert, quite by accident. She had been removed to New Brunswick with the Loyalist dispersals of the mid-1780s. Not liking the area, she and her children moved to Niagara. Once there, they heard of a mysterious Land who had lost his wife and children in the Revolutionary war, and who now lived at the Head of the Lake. Following instinct, and every lead afforded to her, she and Robert re-united. "Later,... their land grants amounted to 1,000 acres stretching from the mountain to the bay and from what is now Wellington To Sherman Avenue."<sup>39</sup>

"An official land grant dated 1802 gives Robert Land 312 acres [with]in the area described

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<sup>36</sup>C. M. Johnston, op cit, p. 29

<sup>37</sup>Patricia Yates, op cit, p.14.

<sup>38</sup>C. M. Johnston, op cit. 29

<sup>39</sup>T. M. Bailey, Hamilton, Chronicle of a City, Windsor Publications, 1983, p. 20.

above..."<sup>40</sup>, and thus falling within the confines of this study. (His sons Abel, William, Ephraim and Robert Jr. each received 200 acres on adjoining lots, thereby forming the nucleus for part of the Gibson, Stinson and Beasley neighbourhoods.)

Settling into the farmer's life, the Lands cleared, and tilled and planted. In 1795, one John Smith built a public house at the corner of what came to be the north-west corner of King and Wellington streets, then still owned by Robert Land -- and which became the first meeting spot for the newly chartered Lodge 10 (Barton Lodge) of freemasons.

Still, change was slow in coming to Landsdale. "In 1800, Smith's tavern was the only public place for a rest or a drink, and the only residence until one reached Squire Beasley's red-brick house and trading post on the Heights."<sup>41</sup>

By 1822, Robert Land had 179 acres uncultivated land and 110 acres of improved land, 1 horse, 4 oxen and 8 milch cows. Abel his son could boast 118 acres of uncultivated acreage, 30 of improved land, 2 horses, 4 milch cow, and 1 store house. Sometime before 1830, Abel had already organized a despatch business from his site on Land's Wharf ...:One of the Lands (Abel) had organized a shipping business handling salt, whiskey, potash, grain and flour from his wharf at the foot of Wellington street."<sup>42</sup> (The "foot of Wellington", circa 1830 corresponds with the "foot of Victoria" circa 1995, if one traces Land's Lane as it jogs slightly east, and then continues to the waterfront, as per the 1842 map.)

As late as 1842, land development was virtually nil in Landsdale.

### **6.2.2 Pioneers in Industry**

The early 1850s were boom years for Hamilton due in large part to the construction of the Great Western Railway. This project catapulted jobs and related activities into areas of the city which had been largely ignored up to this point. Prior to 1850, Landsdale was an agrarian-based economy: the assessment rolls reveal a section of land populated, for the most part, by a handful

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<sup>40</sup>Patricia Yates, op cit p.8.

<sup>41</sup>T. M. Bailey, ibid.p. 25

<sup>42</sup>R. Genticlore, op cit p. 104.

of farmers; by 1853, there is a decided shift in the economy of the neighbourhood, no doubt in response to the opportunities afforded by the new industry. Weaver explains the impact the railway had on Hamilton workers:

Dock workers and teamsters benefited directly. As construction began, the iron moulding and machinists trade grew. Foundrymen bid to construct roughly 450 cars...

Contractors who built the cars rented the buildings of the railway company and provided their own machinery. The GWR supplied the central steam engine and shafting that would drive the contractors' lathes. This enormous shop... required a host of subcontractors to supply fittings for rolling stock. In addition, the equipment used for building the roadbed and laying tracks required repairs and parts....

Traditional trades, distinct from the metal crafts, likewise swelled with newcomers. In Buffalo, prospects encouraged Alex Main, a Scottish ropemaker, to move to Hamilton. The railway city, as Main recognized, created employment for more than just mechanics and navvies. Haulage demands in railway construction actually stimulated other modes of transportation: wagons and navigation. This in turn broadened wagon, harness and rigging manufacture.<sup>43</sup>

The city directories reveal that Landsdale thrived with the heartbeat of moulders and machinists, wagon makers and ropemakers, employed as they were in both the traditional jobs of the railway industry, and the not-so-traditional.

## 1853

In 1853, according to Hamilton's City Directory, Landsdale held 52 residents, however our cross-referencing could confirm that only 49 of these had indeed been in the neighbourhood sometime between 1852-1853.<sup>44</sup> Initially, it seems that Landsdale residents were very much involved in the building trade, not an uncommon expectation for a burgeoning city. Of the 52, 8 were listed as being carpenters/cabinet makers, and 8 were in related building trades: 2 joiners, 1 builder, 2 painters, 1 plasterer, 2 masons.

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<sup>43</sup>John C. Weaver, op cit, p.49-50

<sup>44</sup>In order to ensure some level of consistency, and therefore accuracy, residents who did not appear in at least 2 sources were not included. For instance, if we could cross-reference our finding from the City Directory with either the Personal Census Records, the Assessment Rolls, or (later) the Board of Education Archives, we would include that individual as a resident of the neighbourhood. If the name appeared solely in the City Directory he/she was not considered a resident for the purposes of this study.

George and Thomas Northey were located at 17 and 19 Wellington North, respectively. George Northey owned the City Mill, also located at 19 Wellington North, directly beside the E & J Moore saw mills at 21 Wellington North. George was listed as a manufacturer, while his son was listed as a machinist. The Northeys prospered and eventually established quite a lucrative business dealing in the manufacture of steam engines. This is one of the earliest indications of the establishment of a thriving manufacturing sector within Landsdale.

The city directory shows only 4 streets with residences -- King East, Main East, Wellington, and West, with no houses listed on such major thoroughfares as Barton, Victoria and Wentworth, although cartographic evidence suggest otherwise. Namely, the Land family household is still located in the vicinity of Barton/Leeming.

## 1858

The neighbourhood is emerging into a manufacturing enclave, with such businesses as D. C. Gunn's Locomotive Factory, situated at Wentworth, near the railroad; Robert A. Pilgrim's Ginger Wine Works located on West at the corner of Henry; The Flint Saw Factory at Rebecca near Wellington (Joseph Flint, proprietor); Hamilton Vinegar Works (owned and operated by Benjamin Charlton.) located on East King, near Wellington. Also by 1858, the Sawyers had relocated a manufacturing enterprise in agricultural implements, doing business from the "foot of Wellington". Founded in 1835 by John Fisher of Batavia, New York and Joseph Janes of Rochester, and partnered with Calvin McQuesten in 1836, this manufactory was initially located in the centre of town. It was turned over to Luther, Samuel and Stephen Sawyer in 1857 by their uncle, Calvin McQuesten. The Sawyers abandoned the original site and moved "to the railway on the city's northern periphery." <sup>45</sup> Not only was it a boon to the Sawyers, located as they were on the railway lines, but came as a boon to the north end economy.

James Noyes's scale manufactory is located on Rebecca between Wellington and Nelson. George Webster's English Gin Distillery, located at the "foot of Wentworth" provided employment and trade on the waterfront.

We begin to encounter a thriving skilled trades sector in the area. Boiler makers, engine fitters, blacksmiths abound -- most of whom are employed at D.C. Gunn Locomotive Works. In 1856,

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<sup>45</sup>John C. Weaver, op cit <sup>45</sup>p. 53

Daniel Gunn purchased the J.M. Williams carriage manufactory just east of Wentworth, near the bay, and began production. Albeit he was in business for only a handful of years, he managed to produce 16 locomotives. He fell victim to the international economic downturn: by 1860, he was no longer in business.

Nonetheless, a smaller, still-vibrant business in manufacturing is being supported by the Northeys, who appear, variously as "boiler makers", "machinists" and "steam engine builders" -- all of which is conducted from their shop at 19 Wellington North.

The building trade continues to show a strong presence in the neighbourhood, represented by such businesses as Duguid & Spittal, builder, located on East Avenue near King Street. In addition, the industry is further supported by such thriving home-based businesses as Robert Jones, "cabinet makers", located on Rebecca between West and Wellington. Other listings under cabinet makers include Patrick Henry, on Wellington between Wilson and Rebecca; Michael Brennan at Wellington near Cannon; Wm Bryce Sr., at West between King and King William; Thomas Lang, on West between King William & Wilson; and John Wilson at West near Wilson. Related trades include W. H Holcomb, painter, at Victoria, corner of Robert; William Mowatt, carpenter, on Wellington, between King and King William; Richard Gammon, carpenter, at West between Henry and Wilson; Benjamin Nickerson, carpenter, at West between Wilson and Henry; and Kenneth Ross, contractor, at West between King William and Rebecca.

Although the directory reveals more than 300 residents<sup>46</sup> in the area, there are considerably less than 100 houses. Presumably the growing manufacturing sector is providing ample opportunity for the growth of such spin-off industries as hotels and boarding houses. Both the Cumberland House, at Wellington between Rebecca and Henry (Joseph Atkinson, proprietor) and The Castle Inn on Wentworth "near the railway" (Peter Thomson, proprietor) are listed as the residence of numerous employees of D. C. Gunn's. In addition, there are five boarding houses in the area

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<sup>46</sup>Herein the term "resident" indicates a male individual, usually employed. In the early years, (before 1900) it is unusual to find listings for women, other than widows, and/or those who might have a controlling hand in such home-based businesses as grocery stores, tailoring (sempstresses/dressmakers) and schools for girls. Thus, in terms of residency, the numbers reflect, for the most part, "men at work". After 1900, the numbers begin to reflect the residency level more accurately, ('though no less biased) by including women who are employed in the teaching professions, light manufacturing, and secretarial, including telephone operators. Women who work in the home are not included in the directories. The population numbers reflected herein are thus not representative of actual numbers in the neighbourhood, but only as units of residency, and this would include different units within a boarding house.

whose residents are also predominantly employed at Gunn's: Mrs. Bresnahan, on William "near the railroad"; Mrs. Reading, on West Avenue North; W. Davidson, "near the railway"; W. R. Baxter, on Victoria, also "near the railway"; and Victoria House which is listed on East King near the city limits. (In 1858, the city limits ended at Wentworth Street.)

The area begins to show some small diversification in business enterprises with a cloth and merchant tailor at Ashley corner of King William; a shoe dealer at King William corner of West; an engraver at West between King William and Rebecca; and a weaver on West, corner of Wilson. E. Kelly & Co., dealers in nursery stock boasts two locations: East King near Wellington, and Burlington Street. (At this time, Burlington Street runs parallel to Wentworth, one major block east of it) Michael Brennen (Brennan), (Wellington near Rebecca) Dennis McCarthy (King, corner Wentworth) and Dinah Nixon (Wellington near Wilson) are listed as retail grocers.

There are 354 listings in the directory which can be confirmed -- including businesses and churches. Out of the 322 residents listed in the directory, 184 were skilled workers<sup>47</sup> -- approximately 57% of the population.

Barton Street is still essentially agrarian in land use.

### 1862-1863

An international depression starting in 1857 slowed the pace of immigrant traffic and exposed fissures in the local economy that had been obscured by railway construction.<sup>48</sup>

The situation is depicted much more vividly in the following passage:

"This was a dark and gloomy period in the history of Hamilton. Whole blocks of

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<sup>47</sup>For the purposes of this study, skilled workers are identified as all those who would require a period of apprenticeship (whether formal or informal is not demonstrated) in order to qualify to practice in their trade.

<sup>48</sup>John C. weaver, p.52

houses were left unoccupied, and for several years not a single house was put up within the city limits. Every branch of trade was paralyzed.<sup>49</sup>

Nonetheless, Landsdale continued to "wheeze along" despite the broader regional implications.

Neighbourhood manufacturing and businesses continued to diversify. An advertisement in the 1862-63 city directory extols the strength of the Canada Felt Hat Works, located at the foot of Wellington: "...employs 150+ persons, male & female at an average wage of \$2/day....uses 100,000 lbs of the finest wool, 500 cords of wood, 600 tons of coal, 10,000 skins and 200 lbs of alcohol per annum."

Manufacturing still predominated in the area with L & P Sawyer and George Northey continuing to provide employment in iron and related trades. In the intervening years between 1858 and 1862-63, Alexander Forbes had opened a potash manufactory at Barton, near the corner of Wellington and two manufacturers had opened soap and candle factories: Morton & Smith at East Avenue near King; and James Walker, listed simply as "north end of Victoria Avenue".

The area supported 9 grocery stores, a flour and feed store (provision dealers), a baker and a confectioner, giving a hint of the diversifying business sector.

Although one might have expected an increase in population over the intervening years, the residency level actually fell by approximately 9% to 291. This mirrors the general trend in the larger population, reflective of the economically difficult times that Hamilton was undergoing in the decade from late 1850s to late 1860s -- in effect, a recession.

Barton Street directory reveals that "gardening" and "farming" were the preferred land uses.

### 1865-66

As the recession lengthened, we see numbers continue to decline. The 1865-66 directory reveal only 307 listings for Landsdale, 269 of which is reflective of the residency rate. We encounter a huge drop within the skilled trades: at this point only 29.5% of the neighbourhood population can be considered skilled workers. For the first time we encountered, in substantial numbers, those

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<sup>49</sup>Historical Atlas, page xvii.

who were listed simply, as labourers (12%).

Activity on Barton Street shows a preponderance, still, for agriculture, with extremely limited manufacturing taking place at the western end of Landsdale (Barton near Wellington).

## 1876

By 1876, Landsdale is supporting 31 known businesses in a variety of sectors. Among them, Charlton Vinegar Works & Warehouse, 1 - 7 Wellington North (near King), Copeland Rope Works at 202 Wellington North, Forbes Potash Manufactory at 181 Wellington North, LD. Sawyer, Wellington North, Ontario Carbon Oil Company on Wentworth North, Walker Soap Factory on Victoria North and Northey Engine Works at 19 Wellington North -- all provide examples of the growing manufacturing sector.

There are four lumber yards (Brennan Lumber Yard, on Wellington North, Burns's Lumber Yard, also on Wellington North, Corporation Lumber Yard on King East, Secord Lumber Merchant at 77 Wellington North) and two contractors/builders within a .5 kilometre radius, providing ample raw material and employment to the 52 carpenters in the area.

In ten years, the population growth is showing modest recovery (considering the ten-year span involved) with 614 listings, 583 of whom are strictly residents, exclusive of their business environments. The skilled trades make up approximately 44% of the population (256 in number), with a predominance of industrial manufacturing trades (machinists, moulders, smiths) comprising the bulk, while shoemakers and carpenters/cabinetmakers run a close second in popularity.

There is some development on Barton Street as a residential area, but not much activity in terms of a business district.

## 1886

Of the 1,308 listings in the directory, 1,257 of them are identified as individual residents, supporting, once again, a propensity for skilled tradesmen -- once again, almost half of the population are skilled tradesmen.

The Dominion Hat Co., 210 King East, Meakins & Sons, 225-229 King East, Bowes, Jamieson

& Co., 284 King East, S. S. Moore's Factory, on King William, David Morton Soap Manufacturers, 186 Main East, Walker Soap Factory on Victoria North, D. R. Dewey & Co. on Wellington North, Meriden Britannia Co., on Wellington North, Hamilton Vinegar Works 1-7 Wellington North, Alex Forbes Potash at 181 Wellington North, L.D. Sawyer & Co. at the foot of Wellington, Hamilton Sewer & Pipe Works, on Wentworth North are all indicators of the diverse manufacturing sector within the Landsdale neighbourhood.

The neighbourhood also supports a variety of small and medium-sized businesses: lumber, carpentry, groceries, dry goods, fancy goods, medicines (i.e. druggists), florists, restaurants, hotel/taverns, provisions (flour & feed).

During the 1880s and 1890s, we begin to encounter "the traveller", mostly easily described as an itinerant salesman, peddling a variety of wares, from patent medicines, to housegoods. (As an interesting aside, in 1886, Landsdale claims residency to numerous travellers, providing, if nothing else, a colourful anti-thesis to the moulders and blacksmiths.)

Barton Street reveals a minimum of 39 residential units (owner-occupied and rental units implied) and is home to a preponderance of skilled tradesmen. Out of the 39, only 4 are listed as "laborers", the rest being either skilled tradesmen, or proprietors of small businesses.

## 1896

The ever-diversifying manufacturing sector now includes Auld's Carriage Factory at 118 Ashley; Canada Screw Company, 18-26 Birge; Meriden Britannia Co., 230 Cannon East; Meakins & Sons, 380-392 King East; Bowes, Jamieson & Co, 519 King East; Brown & Boggs, 315 King William/37 Victoria North; Walker & Co., 49 Victoria North; (the newly-renamed) Sawyer-Massey Co. on Wellington North; Hamilton Vinegar Works, 15-37 Wellington North; the Royal Distillery at 39 Wellington North; ... to name but a few. The neighbourhood hosts a handful of contracting firms, both small and medium-sized businesses, and is home to a growing family of retail grocers as well as dairies.

While the skilled tradesmen continue to comprise almost half of the population, there is an interesting "wild increase" in travellers. Concomitant with increased consumerism that marked the transition from the late 19th to the early 20th century, as a result of industrial and commercial expansion, the travellers are peddling anything from the usual housegoods, to ladies' corsets, to

various "snake-oils-and cure-alls" and finding a hungry market for all their wares.

In ten years, businesses more than doubled (from 31 to 63 in number) in the neighbourhood. While it continues to support the ever-expanding manufacturing sector, for the first time Landsdale seems to take on a true sense of village life, by supporting various grocers, tailors, barbers, druggists, physicians, bakers/confectioners, laundries, butchers, shoemakers, leather workers, cabinet makers, a locksmith, house movers, boat builders, potters, weavers, dry and fancy goods (ladies' and gentlemen's apparel implied) -- in effect one would find that all one's needs could be met in Landsdale, with both "mom-and-pop" types of establishments, and more exclusive consumer enterprises vying for customer competition. In both situations, many of the businesses were owner-occupied.

### 1906

The neighbourhood continues to support a population strongly dominated by skilled trades; however, we begin to encounter a shift into the semi-professional class of workers -- retail and office clerks and bookkeepers being the most common. Small businesses continue to diversify in all sectors, the greatest growth reflected in both light and industrial manufacturing.

### 1916

For the first time, we encounter women listed in substantial numbers as being employed in various enterprises, most commonly within the semi-professional class of workers: stenographers; various other office clerks, including bookkeepers; telephone operators; retail clerks. Occasionally, we encounter a listing for "forelady" employed in light industrial manufacturing -- an interesting commentary of the times, being the heart of Word War I. Landsdale's own interest in the war is reflected in the number of men who list their profession as soldiers, and in the Victoria Convalescent Home, a hospice maintained for the recuperation of wounded soldiers, located at 408 Barton Street East.

The business sector has exploded in the ten-year interval from 1906, with well over 200 businesses listed within the area. Of note within the manufacturing sector, we find the Dickinson Carriage Manufactory at 238-242 Cannon East; Canada Corundum Wheel Co/Canada Hart Wheels Ltd. 446-452 Barton East; Canada Screw Company, 18-26 Birge; Standard Pattern Works, on Burton; Farmar & Son Carriage Manufactory at 367 Cannon East; Ontario Lantern &

Lamp Company Ltd., 426 Cannon East; Meakins & Sons Ltd, 382-382 King East; Canadian Cartridge Company on Oak; Boston Insulated Wire Company, 118 Shaw; Charcoal Supply Co/Dominion Oil Co 475 Victoria North; Otis-Fensom Elevator on Victoria North; Sawyer-Massey on Wellington North. Again, these are only highlights of the industry.

Out of the more than 200 businesses, it is to be noted, with caution, that many of these establishments are corner-store enterprises, and home-based businesses, such as tailoring, dressmaking, and carpentry. Nonetheless, the greatest growth area is within foodstuffs: grocers, butchers, bakers/confectioners. Doctors and dentists are now a common presence in the neighbourhood. Another growth area is represented within the personal care sector, with barbers listed in great numbers, along with the emerging female professional care sector -- the local beauty shop. Now that women are working outside the home in great numbers within the semi-professional sector, their personal discretionary funds are seemingly disbursed in areas other than mere subsistence.

Generally, the area appears to be teeming with life and prosperity, given the diverse numbers of enterprises located within its confines, ranging from the heavy industrial to the more personal businesses involved in ladies' and men's aesthetics such as grooming, fashion, (ready-to wear and tailored), jewellery, as well as in leisure such as hotel/taverns, restaurants, booksellers.

From readings garnered from the various Historical Scrapbooks compiled by the Special Collections Department of the Hamilton Public Library, one comes away with a sense of activity and liveliness, mingled with almost-manic undertones, given that the times were riddled with economic, social and political changes closely tied to the war.

## 1926

Having recently emerged from a short-term depression (not clinical in nature!), the area is returning to a state of equanimity, economically speaking. Directory listings continue to reflect a propensity for skilled tradesmen in the area, increasingly co-mingled with a class of semi-professionals and professionals -- nurses, teachers, "supervisors" of various enterprises, managers.

## 1936

We now encounter huge numbers of residents who do not have any correspondent occupations beside their names. In speculation, this may well be reflective of the endemic joblessness brought on by the 1929-39 Depression. Although, ironically, we recorded equally huge numbers of home-based businesses in the area, there is a decided shift in the nature of these businesses. Whereas "home-based businesses" before this time were generally thriving enterprises wherein the owner(s) served their customers from an actual shop-front (and lived on the premises either in the rear, or in apartments above the shop), this new genre is usually a one-person operation where individuals are exercising all the skills at their disposable to generate income. For instance, the sudden increase in barbers, beauty shops, tailoring/sempstressing, carpentry, is reflective of the "free-for-all" attitude necessary to survive economic deprivation: anyone who could wield a pair of scissors and cut hair was listing himself as a barber; women were "doing hair" in their kitchens; anyone who could cut and sew was taking whatever personal work they could find -- whereas in a more vibrant economy most of these people would have been employed in light manufacturing and in the service industries.

#### **1940**

We could compile only a business directory for 1940 -- and as such find it difficult to comment on the general population and occupational trends. Nonetheless, the nature and diversity of business development bespeaks the beginning of renewed prosperity for Landsdale in light of World War II. A cursory glance over the personal directory nevertheless provided us with a sense of the neighbourhood. There seems to be a decided shift towards the semi-skilled professions -- many residents are now listed as "steel workers" rather than by specific trades. Women are appearing in unprecedented numbers in all professions -- office clerks, operators, factory workers -- the occupations are varied and often demonstrate that they have moved into areas traditionally held by men, especially within light industrial manufacturing.



## AFTERWORD

The greatest labour in this report is hidden from view; for the better part of nine months, Rhonda and I toiled away in front of microfilm machines painstakingly recording, and subsequently cross-referencing the minutiae of one hundred years of living, as experienced by the Landsdale neighbourhood residents. Albeit we were limited by our sources, and by time, in recording the more intimate details of daily life, we were able, nonetheless, to capture the essence of what it might have been like to be a member of this community in various decades, circa 1850 to 1940. For instance, one might be able to recapture the spirit of 1865-66 Landsdale by simply persuing the databse (even a cursory view will do!) and learn who your neighbours might have been, or where they were employed; you might even make solid, educated guesses regarding where they purchased their foodstuffs or household goods simply by noting down who the neighbourhood merchants were; you might learn of the religious or political forces which shaped your neighbours' world by noting the churches or organizations located in your community.

By examining the database in more detail, you can then begin to extrapolate, and understand, the trends which shaped the Landsdale neighbourhood: what was the relative economic, social, religious status of the inhabitants, as a group, between circa 1850 and 1940, based on the industries/businesses, organizations, churches and schools found in the area. What was it that made their neighbourhood "work" as a cohesive, flourishing unit? What eventually made it languish? Was there any particular force(s) which had an impact, or was it just the general contemporary trend towards breakdown/breakup of family unit, neighbourhood unit, community, etc.?

These answers do not spring readily to mind, because, much as was cautioned in the Preamble, your answers will be personal, will depend upon your point of view. Do you adopt a sociological or anthropological perspective? Are you perhaps an historian, an archaeologist? An economist or a planner?... Or simply someone with no vested interests, other than that you care about where you live?

It is precisely this problem which makes me hesitate in offering conclusions, as such. Otherwise, there is danger in participating in partisan agendas -- something which becomes totally unproductive when involved in a revitalization process which should encompass many visions -- especially the visions of those who will be most affected by the changes to their neighbourhood.

All the value in this work rests in the database, for there can be nothing partisan about simply recording a name, an occupation. Any attempt to synthesize the information collected is simply preliminary. Time did not permit for more intensive study, and, therefore, rather than speak too hastily about the trends we felt we uncovered, it is best to allow the work to stand as is for future researchers.

Nonetheless, it is difficult to walk away from so intensive a study as this without having gained some knowledge, and perhaps even a little wisdom, in regard to the revitalization of Barton Street. This is not the first time that Barton Street (always being that area between Wellington and Wentworth) has faced economic difficulties, but it does appear to be the first time that it has been targeted for revitalization. This, in itself, is neither a good thing nor a bad thing; it seems to be simply a fact of life adopted by those who are perhaps at their wits' end to find a viable economic solution for this area of the City.

As attractive as it may appear, there are nonetheless dangers in adopting exterior infusions of dollars and advice ... if all the solutions come from without the neighbourhood, rather than from within, the solutions will not be long-lasting. Neighbourhood members (business and residential implied) should be equal, participating partners in their own revitalization process, for it is not simply the economy which needs revitalizing ... it is also the human spirit.

The latest trends show that neighbourhood residents have been buffeted by the impact of various negative forces: a declining economy, an erosion of a stable population, negative social influences: all of which are being addressed, valiantly, by concerned citizens. In the end, it is their struggle which will count, much more than the advice of outside consultants, because it is the residents who will continue to make this place their home. Unlike the consultants, they do not retreat to other areas of the City/Region at the end of the day.

History itself points to just that solution: in Landsdale's recorded past, we see that community organizations, churches, extended family units were always much more adept at addressing community problems than the outside forces which came to offer band-aid solutions. As such, it is important that contemporary "outside influences" listen carefully to the residents; otherwise, they, too, may be in danger of offering only temporary solutions.

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## APPENDIX

### CARTOGRAPHIC DEPICTIONS OF THE LANDSDALE AREA, 1842-1930

The physical and cultural transformation of the Landsdale neighbourhood from a pristine rural setting to an urban industrial area is documented on a series of Hamilton maps and "bird's-eye views" dating between 1842 and 1930. The thirteen vertical perspective maps and two three-dimensional perspective "artistic maps" that will be briefly described were selected because of the variety of information they present, notably, changes in the physical geography of the area (shoreline, inlets and streams), and transportation systems (roads, railways and wharves).



## MAP A

### PLAN OF THE TOWN OF HAMILTON, DISTRICT OF GORE, CANADA (1842)

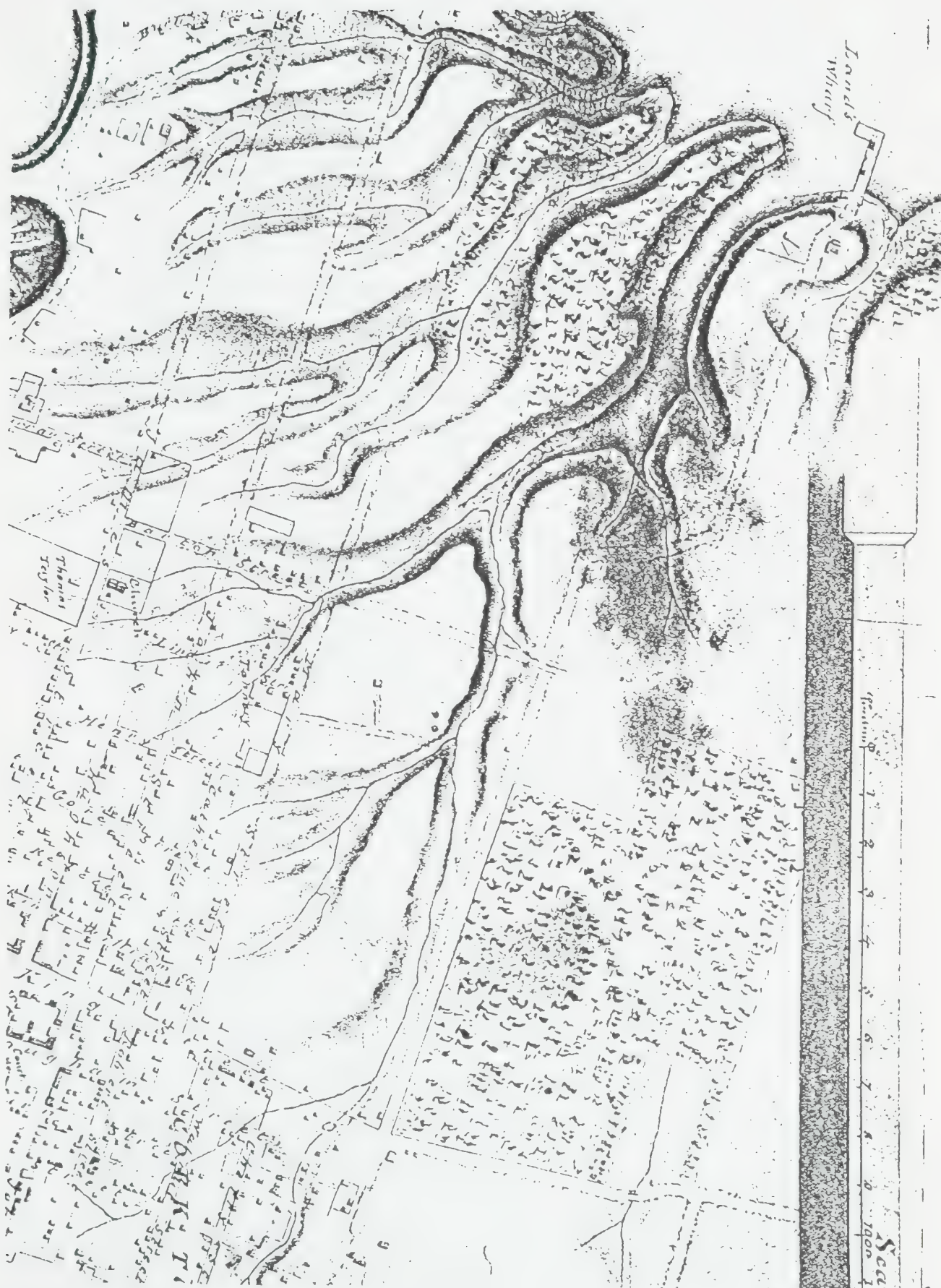
This earliest rendering depicts the shoreline of the bay as being dissected by numerous inlets and the area north of King Street as virtually undeveloped east of Mary Street. The only exceptions for the portion of the Landsdale area that is included on this map are: 1. the road that links King Street with land's Wharf that was established on a projection of land between two inlets; 2. several buildings at the entrance to the wharf; and 3. a number of structures at the northeast corner of the forested area at the border of the map.

The road that connects the bay to King Street East proceeds north from King along what was to be named Wellington Street North, turns to the northeast just north of where Barton intersects it, then turns north toward the wharf. This last segment would later become the northern end of Victoria Avenue North. Today, that shoreline and the wharf complex are buried in the area just north of the intersection of Victoria Avenue North and Burlington Street East.

The buildings in the wooded area appear to be situated in the area that would become the southwest corner of the intersection of Barton Street East and Emerald Street.



MAP A





## MAP B

### MAP OF THE TOWN OF HAMILTON (1850-1851)

This is the first map to include all of the Landsdale area, and portrays the substantial changes that the area was beginning to undergo in less than a decade. Barton Street had been extended eastward from Wellington Street North beyond Wentworth Avenue North which was the eastern limit of the "Liberties" of Hamilton. While Land's Wharf complex remained the only development north of Barton Street, several neighbourhoods were being created between King and Barton.

Street and lot plans were established for the large block bounded by Wellington, Barton, Emerald and King -- depicted by the wooded area on the 1842 map, and for a smaller block around Ashley and East Market Streets at the northwest corner of Wentworth and King. A number of commercial operations and residences are named and marked along, and in close proximity to, the major thoroughfares.

Much of the Emerald-Barton/Wentworth-King block, however, remained agricultural or undeveloped. Several structures, presumably belonging to Robert Land's farming operation, are located on the south side of Barton between Emerald and Wentworth. These may be the same buildings that may have been incorrectly situated (a block west) on the 1842 map. That no buildings are indicated near the southwest corner of Barton and Emerald on the 1850-1851 map, that Robert Land was a prominent citizen, and that what was to become the Barton-Wentworth intersection was just off the 1842 map may have led to a little cartographic creativity.

This map also has included on it the proposed route of the Great Western Railway that was constructed in 18xx.







## MAP C

### MAP TO ACCOMPANY REPORT ON WATER SUPPLY FOR THE CITY OF HAMILTON (1858)

This somewhat stylized version of the previous map simply indicates the existing street plan and location of Land's Wharf. It provides no new information.



MAP C





## MAP D

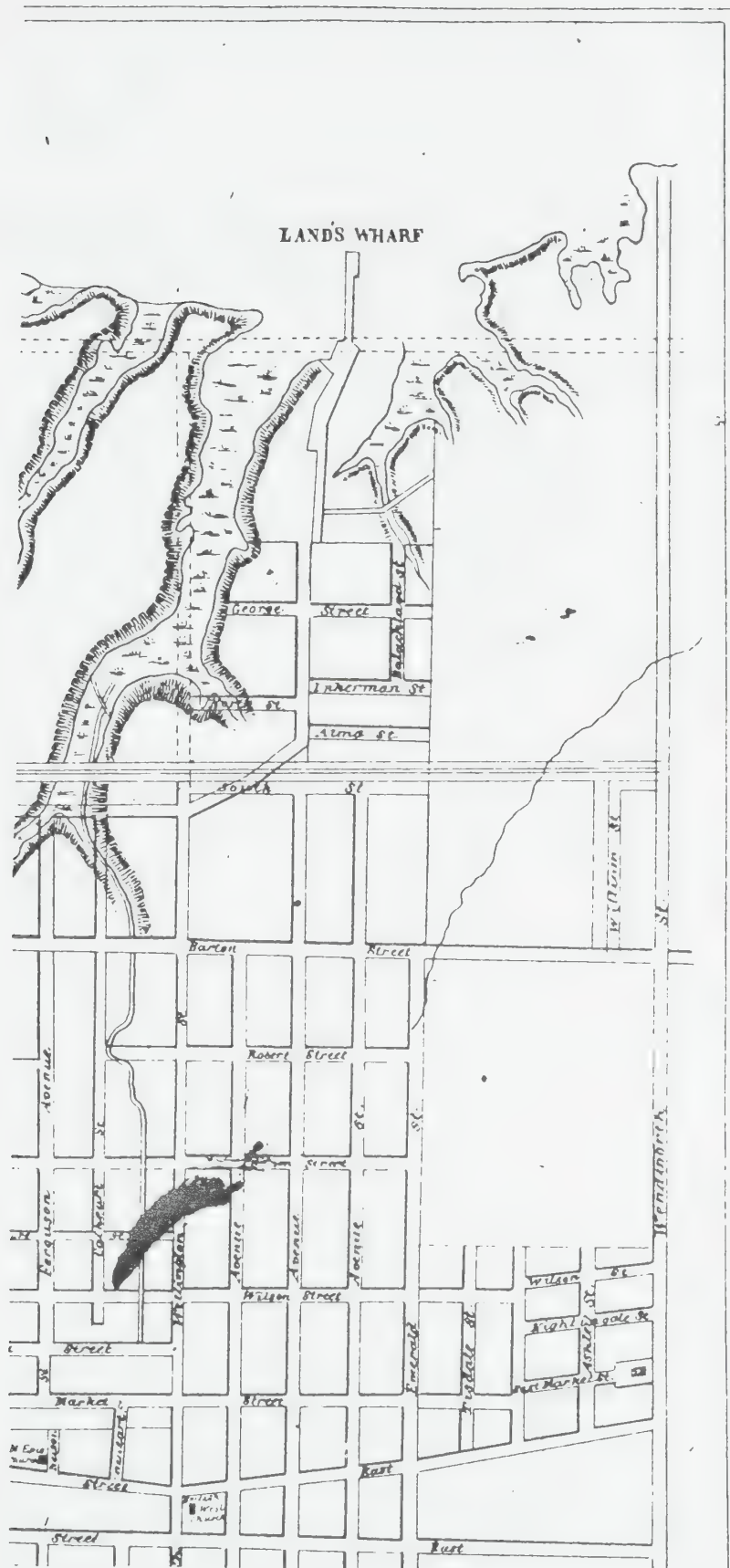
### MAP OF THE CITY OF HAMILTON, CANADA WEST (1858)

To developments are noted from this map: 1. the linkage of what had been the two separate neighbourhoods along King Street; and 2. the information, for the first time north of Barton Street, of a neighbourhood on what had been John Land's farm.

Also, dashed street lines suggest the intent of extending Wellington Street north of its current end where it had linked with Land's Lane to intersect with a proposed east-west road that is now known as Burlington Street East. That segments of both of these planned roads cut across inlets also imply that there were designs at this time for landfilling operations.



MAP D





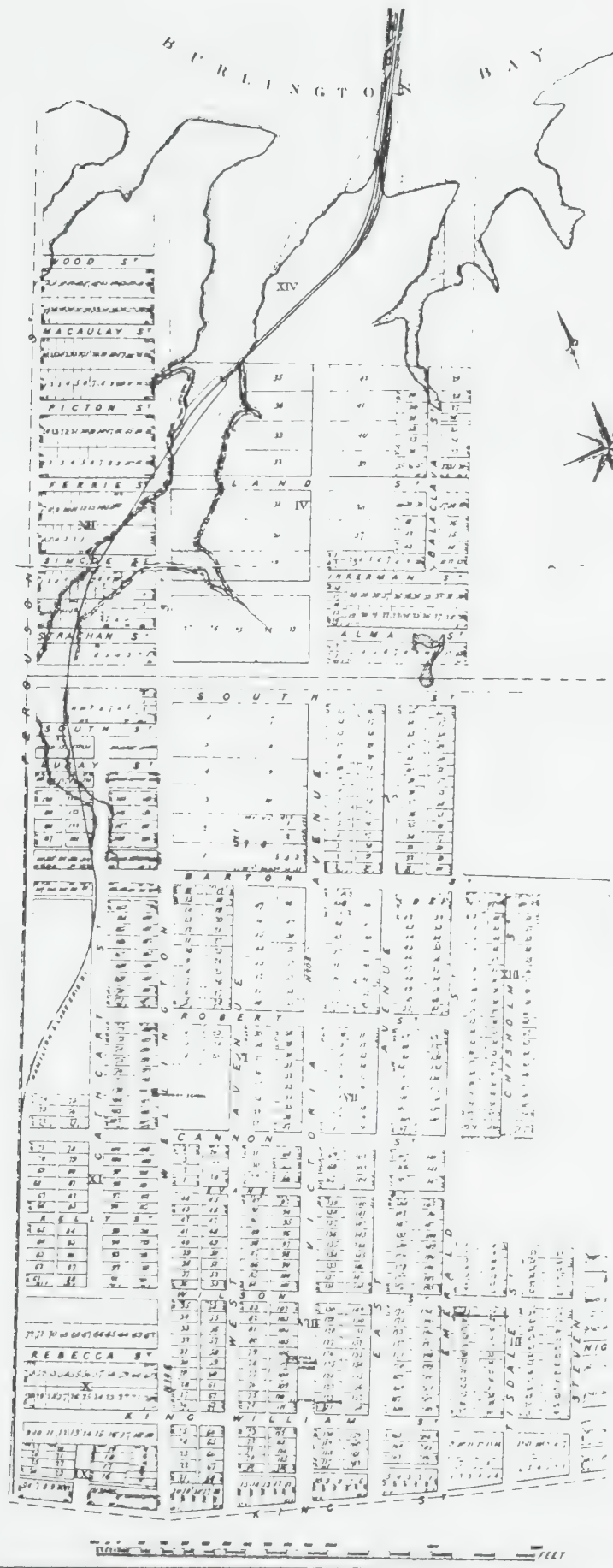
## MAP E

### ILLUSTRATED HISTORIAL ATLAS OF THE COUNTY OF WENTWORTH, ONTARIO (1875)

This map is a more detailed version of the 1858 map. With the notable exception of Wellington Street North having been represented as extending to the bay, much of the eastern half of the area remains as it was depicted in 1858. Included on the 1875 map are the individual house lots, and the locations of principal public buildings, the Great Western Railway and, for the first time, the Hamilton and Lake Erie Railway line that travels down Ferguson Street, along the infilled upper channel of the inlet, across the remaining inlet opposite Picton Street, ending at an expanded Land's Wharf complex.



# MAP E





## MAP F

### BIRD'S EYE VIEW OF THE CITY OF HAMILTON (1876)

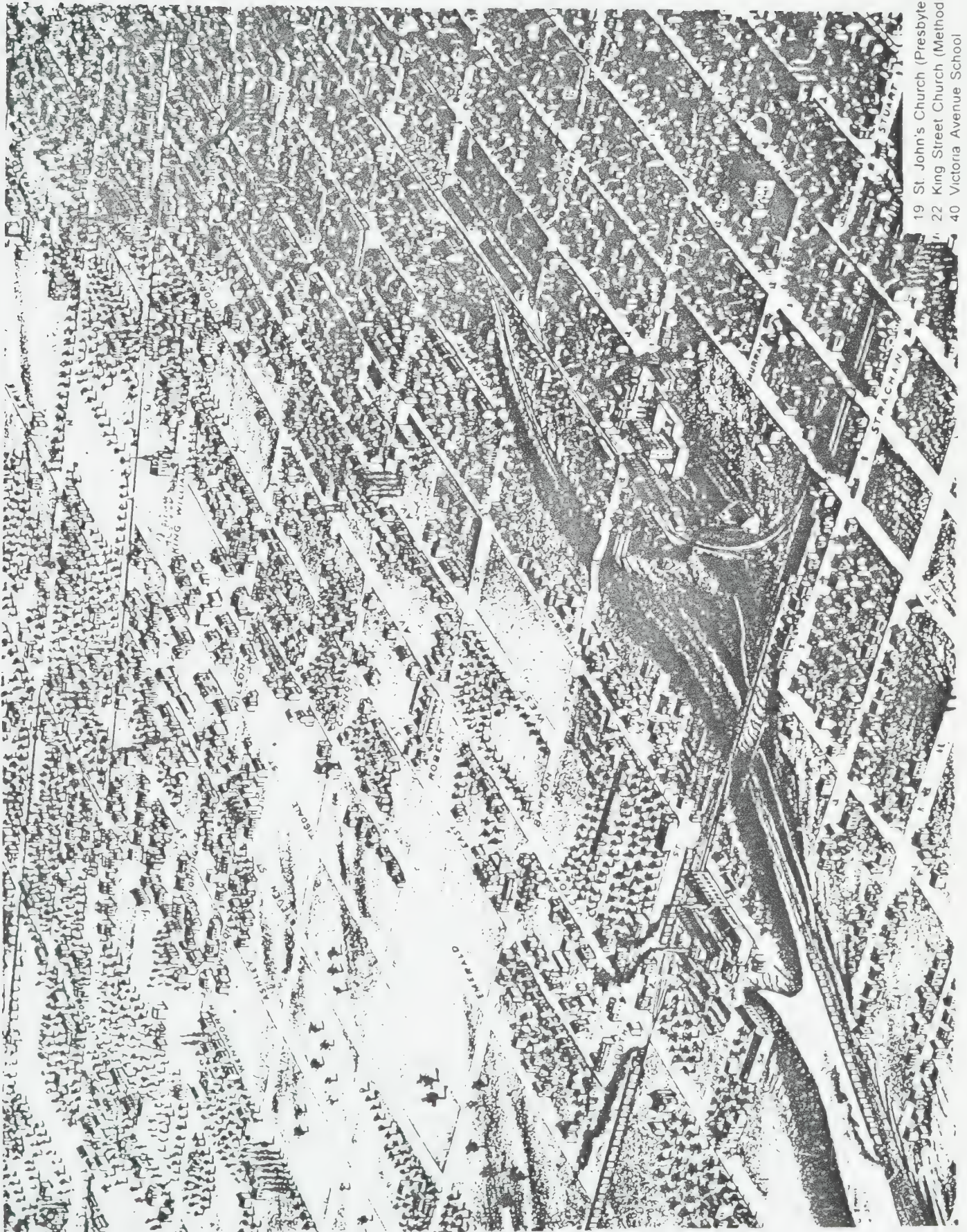
While this type of map appears more realistic with its three-dimensional portrayals of buildings, trains, horse-drawn carriages, people and trees, it should be kept in mind that such "artistic maps" display far more artistic license than the detailed vertical perspective maps. With this in mind, however, "bird's-eye view" does provide a greater visual appreciation of the nature of past neighbourhoods than the more common and sterile two-dimensional presentations.

The 1876 "bird's-eye view" of Hamilton includes a good portion of the Landsdale area -- most of the area south of the Great Western Railway and a small section of the inlet and the Hamilton and Lake Erie Railway north of the GWR line. At this time, the area was a mixture of rural, urban residential, commercial, and industrial districts. The depiction is generally quite an accurate reflection of, and, in places, a clarification and amplification of what was presented on the 1875 map. For instance, while the 1875 map portrays Wellington Street North continuing across the inlet to the bay, the 1876 "bird's-eye view" shows that it ends at the inlet.

Land's Wharf had served as a focus for early commercial activity in the northern section of the area, and, with the addition of the railways, the capacity for the efficient movement of goods in and out of the area seemingly led to the establishment of an industrial base around the inlet at the end of Wellington Street North. The L.D. Sawyer & Co.'s Manufacturing Works and the Canada Felt Hat Works are two companies located on the eastern side of the inlet adjacent to the GWR line. The residential neighbourhood that developed in this area likely housed the employees of these companies.

The area defined by Emerald, Cannon, and Wentworth, in contrast, remained a rural oasis dominated by a house on the south side of Barton Street between Steven and Ashley Streets -- presumably the same house indicated on the 1850-1851 map.





- 19 St. John's Church (Presbyterian)
- 22 King Street Church (Methodist)
- 40 Victoria Avenue School
- 50 St. Patrick's Church (Roman Catholic)
- 54 L.D. Sawyer & Co's Manufacturing Works
- 59 Canada Hotel



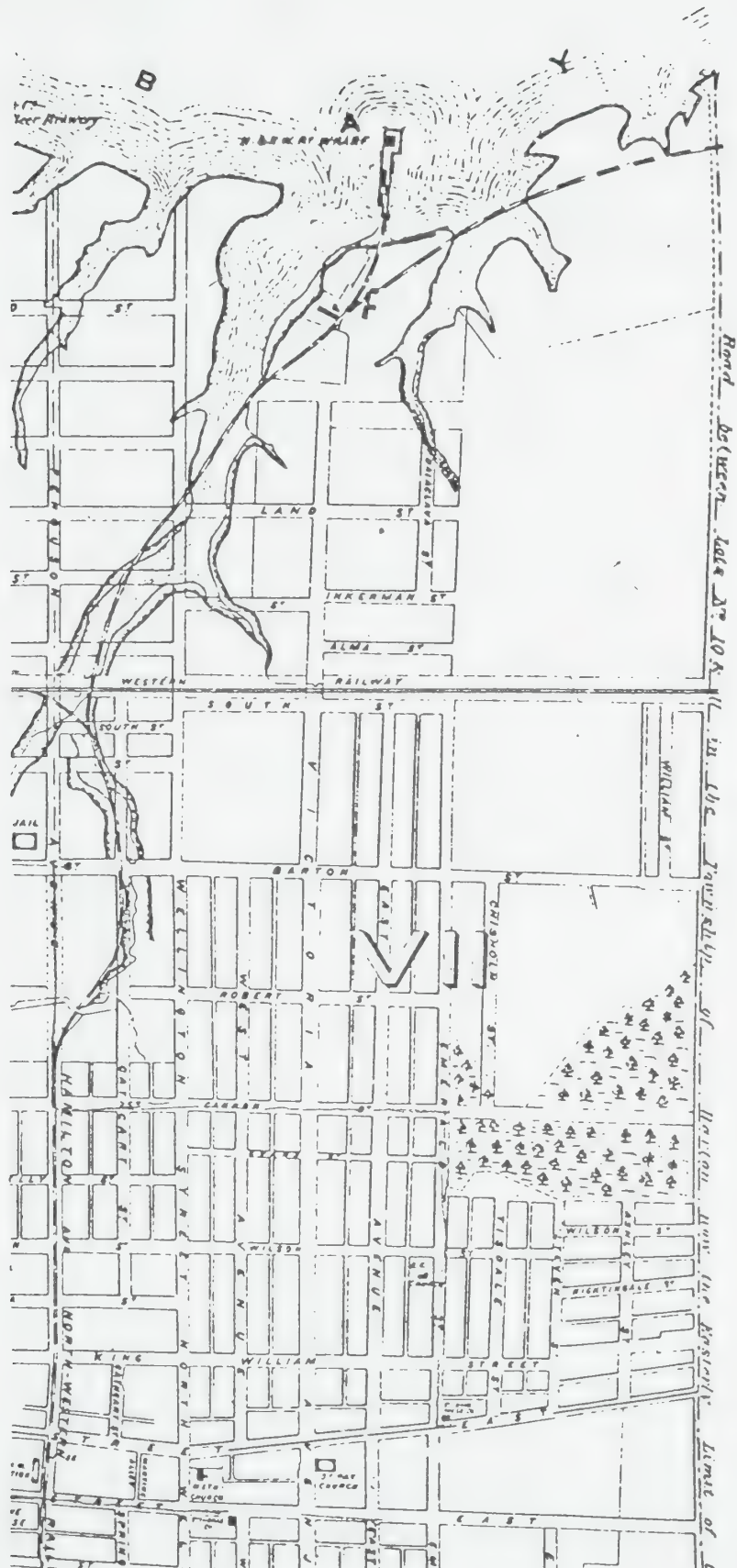
## **MAP G**

### **CITY OF HAMILTON (1879)**

This map is essentially a poorer quality rendition, including inaccuracies, of the 1875 map -- the only alteration being the addition of a branch of the Hamilton and Lake Erie Railway eastward along the edge of the bay.



1





## MAP H

### MAP OF THE CITY OF HAMILTON (1882)

This map is a direct copy of the 1879 map -- different typeset, but no updated or new information.







## MAP I

### BIRD'S EYE VIEW OF THE CITY OF HAMILTON (1893)

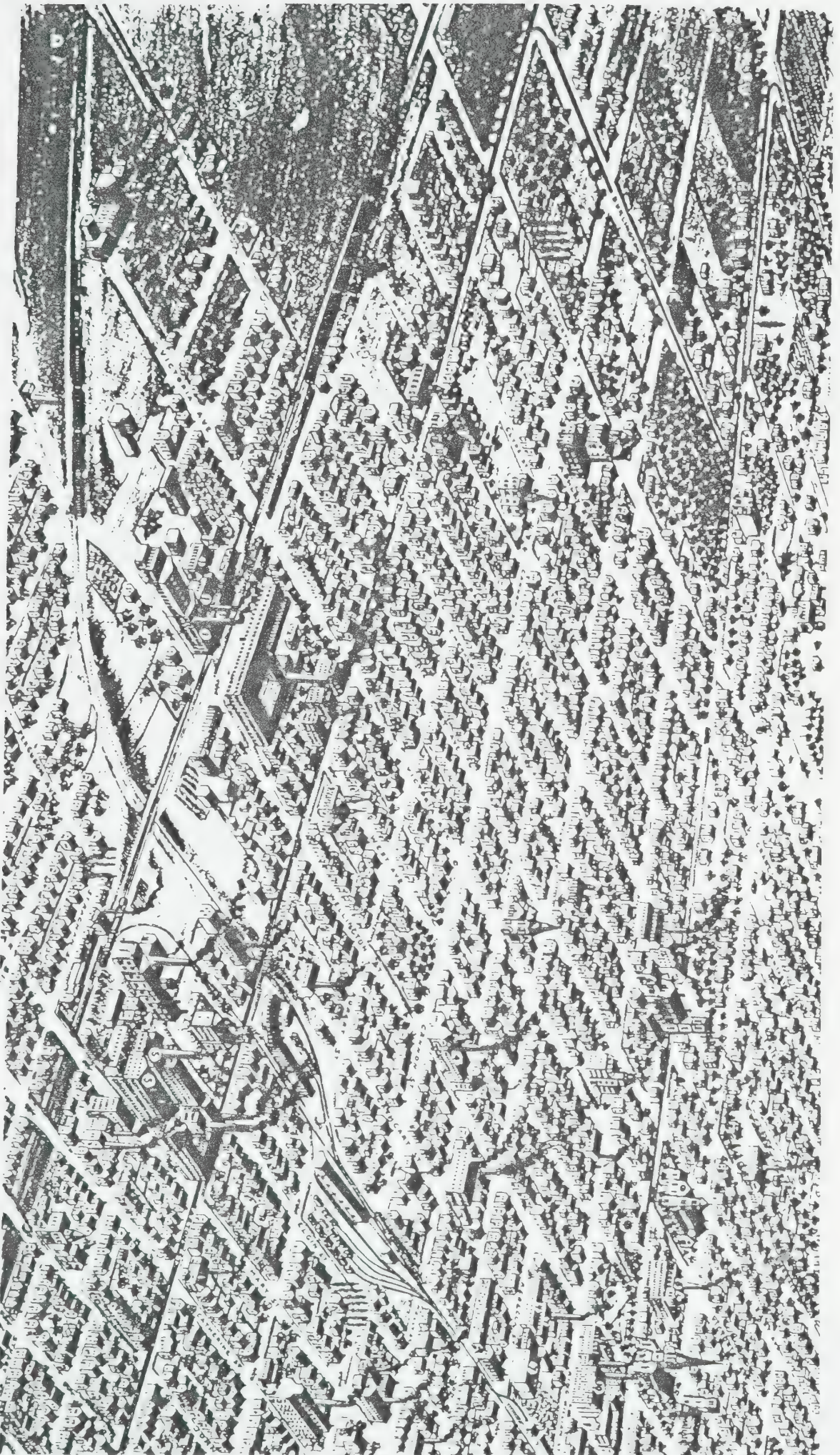
This "bird's-eye view" is an identical perspective of the same area depicted in the 1876 "artistic map". However, unlike the vertical perspective maps, it has been considerably update.

The only undeveloped section within the Landsdale area is a block of land defined by Emerald on the west, the railway on the south, and Wentworth on the east. The large Emerald-Cannon-Wentworth block and a number of smaller areas that were represented as undeveloped on the 1876 "bird's-eye view" become, on the 1893 "artistic map", residential areas. The period between 1876 and 1893 was apparently one of substantial population increase.

Other changes from 1876 include the expansion of industrial activity around the increasingly infilled inlet (which finally permitted the extension of Wellington Street North) and along Wellington Street North in general. The establishment of a crematory on the east side of Wellington North opposite Picton (in operation between 18xx and 19xx for the burning of garbage), and the presence of a street car line along Burlington Street indicate further areas of expansion.



MAP I





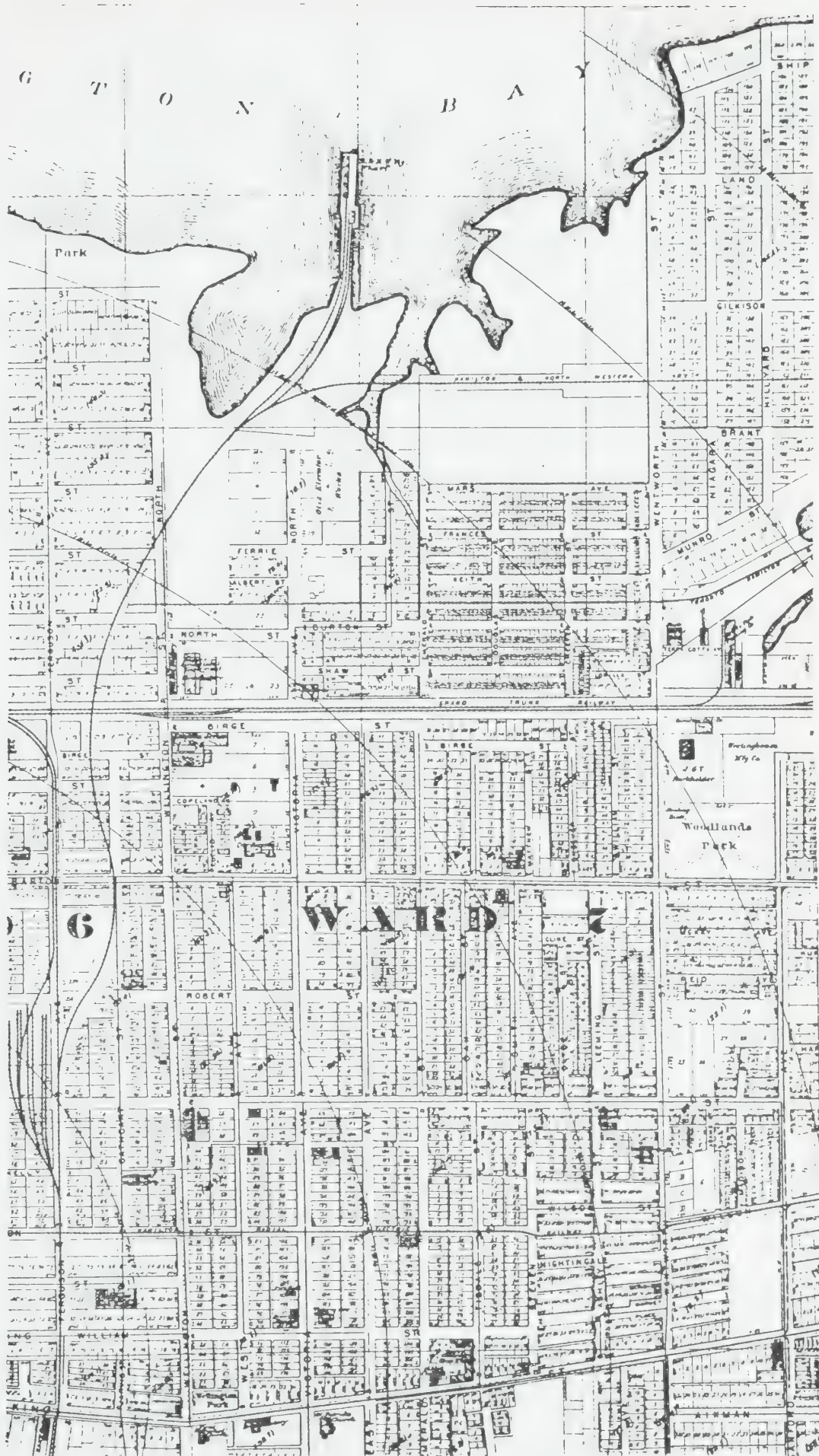
## MAP J

### CITY OF HAMILTON (1903)

In the tradition of the 1850-1851 and 1875 maps, this is a detailed presentation of the streets, house lots, railways, industrial operations, and public buildings. The inlet has been infilled as far north as the area opposite Macaulay Street. This map corroborates the depictions on the 1893 "bird's-eye view", notably that the only undeveloped area within Landsdale was along the bay, north of Mars Avenue and west of Wentworth Street.



MAP J



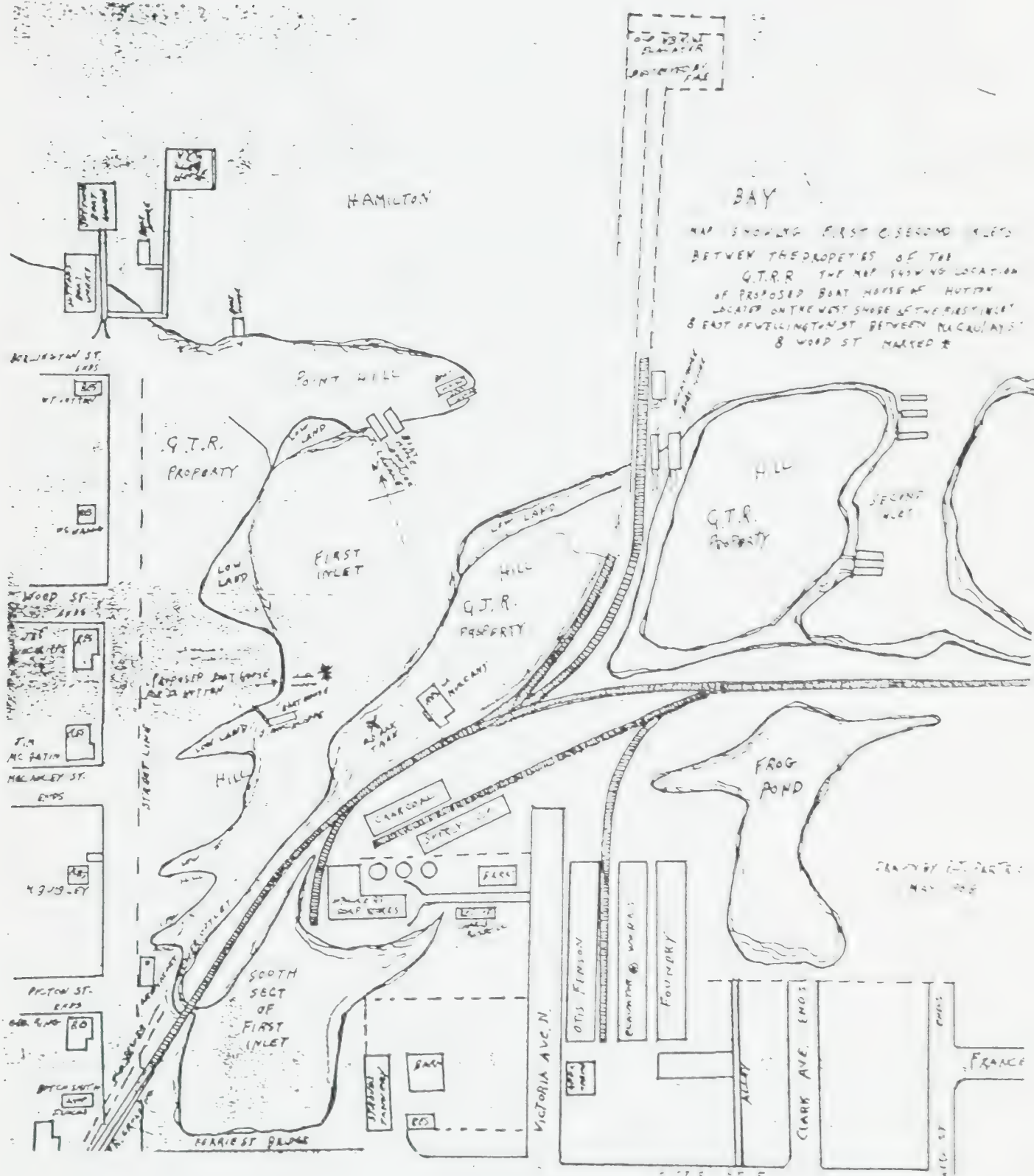


## MAP K

### MAP SHOWING THE FIRST AND SECOND INLETS (1908)

This sketch by P.J. Partridge focuses on the area of the Wellington Street or "first" inlet north of Ferrie Street. It depicts the extent of the inlet, and the residences, boat houses, sewer lines, industries and Grand Trunk rail lines of the area. Of note, the sketch indicates that the wharf that has been situated between the mouths of the first and second inlets as early as 1842 had been destroyed by fire. It was last illustrated intact on the 1903 map.







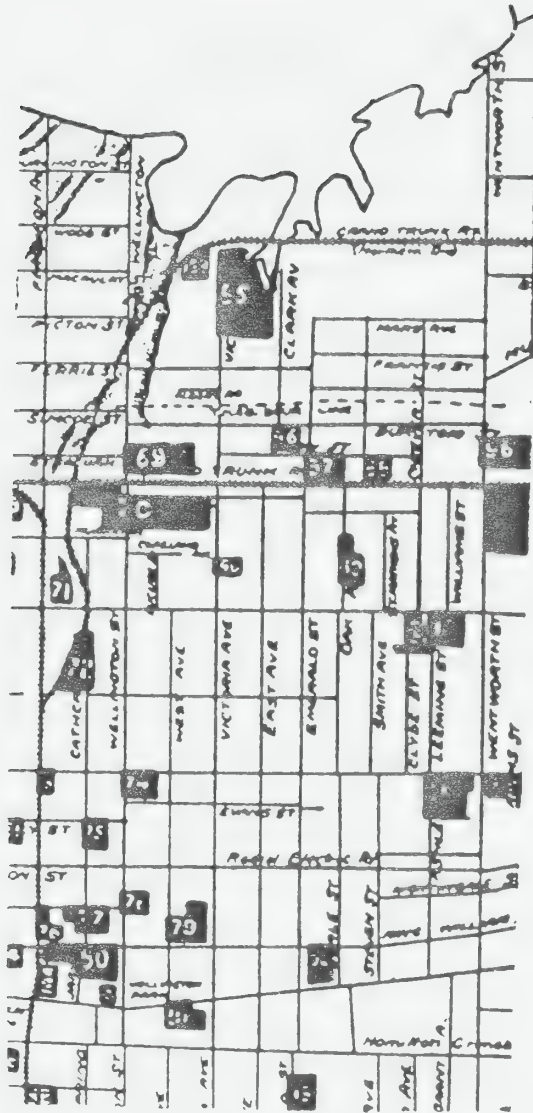
## MAP L

### THE CITY OF HAMILTON (1909)

This generalized street directory presents the locations of the major industries in the area, and indicates the reduced size of the Wellington Street inlet and the removal of the branch of the rail that had served the wharf.



MAP L



- 40 Merchant's Mutual Steamship Company
- 69. Sawyer & Massey Co., Ltd
- 70 Canada Screw Company
- 78 Meriden Britannia Co.
- 79 Tallman Brass & Metal Company
- 80 Brown, Boggs Co
- 81. Meakins & Sons
- 85 Otis-Fensom Elevator Co., Ltd
- 86 Hamilton Incubator Co., Ltd.
- 87 American Can Co
- 88 Canadian Axminster Carpet Co., Ltd.
- 90 Canadian Corundum Wheel Co.
- 91 Canadian Tungsten Lamp Co., Ltd
- 121. The W.A. Freeman Co., Ltd.
- 133 Dominion Oil Co



## MAP M

### GREATER HAMILTON (1913)

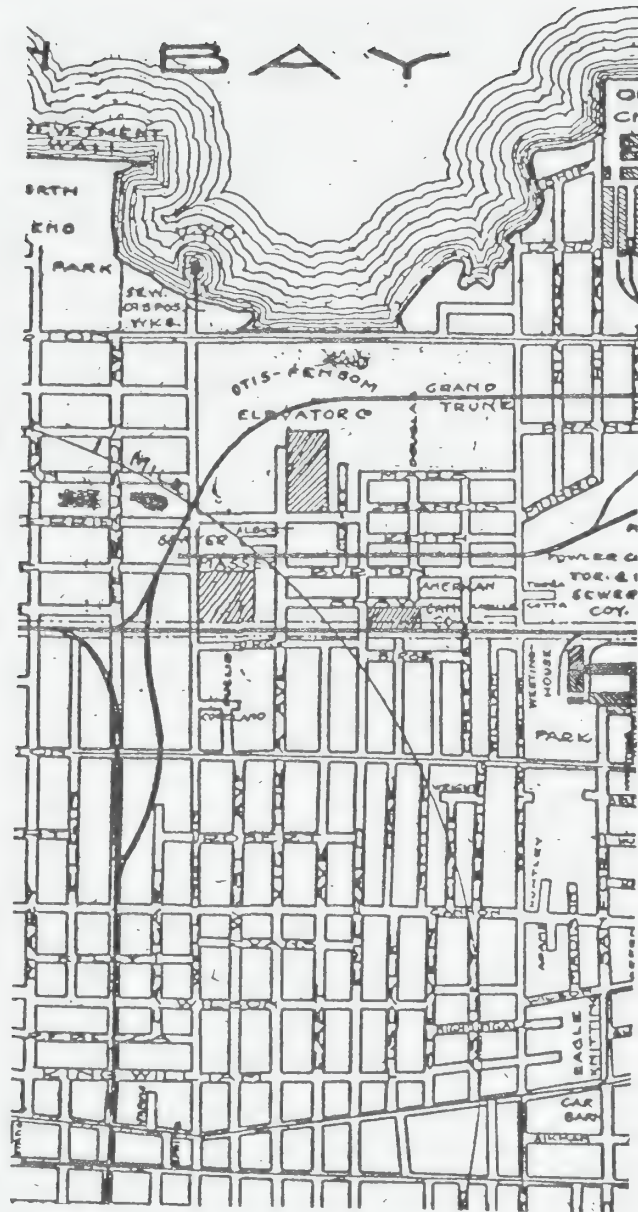
Yet another modest street directory, this map provides the sites of industries north of the main Grand Trunk rail line. It is otherwise useful for revealing the extensive inlet infilling that had taken place since 1908/1909.

The 1858 map depicted a proposed road that would become known as Burlington Street East. Some time between 1908/1909 and 1913, the "first" and "second" inlets were infilled far enough north to allow Burlington Street to be extended from Wellington to link, more directly, this part of the City with the industrial area to the east of Wentworth Street.

It was also at this time that the area along the bay, bounded by Burlington and Wentworth became established as a residential area -- presumably to accommodate the workers from the increasing number of industries that were becoming established in the area.



MAP M





## MAP N

### LLOYD'S MAP OF GREATER HAMILTON (1921)

This map is a more formal version of the 1913 street directory. It indicates the locations of major industries, schools, churches, hospitals, and recreational facilities.



[illegible]







JAN 26 2006

